



PALADIN COMMANDERY, No 21.



KNIGHTS TEMPLAR

ST. PAUL, MINN.

PILGRIMAGE TO BOSTON

26TH

TRIENNIAL CONCLAVE

AUGUST 1895.



ST. PAUL, MINN.

PALADIN, No 21.

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KNIGHTS TEMPLAR

SAINT PAUL, MINNESOTA

PILGRIMAGE TO BOSTON

TWENTY-SIXTH TRIENNIAL CONCLAVE

AUGUST 1895



IN HOC SIGNO VINCES

ST. PAUL, MINN.:
THE PIONEER PRESS COMPANY,
PRINTERS AND ENGRAVERS,
1895.

Introduction

In the publication of this little volume the Committee has endeavored to accomplish two important results:

First ==

To present to the friends of Paladin Commandery, Knights Templar, a beautiful souvenir of the Boston Conclave of 1895, which will commemorate the history of the Commandery, together with other masonic information that will make it valuable as a reference to all Knights Templar from whatever part of the country they may come.

Second ==

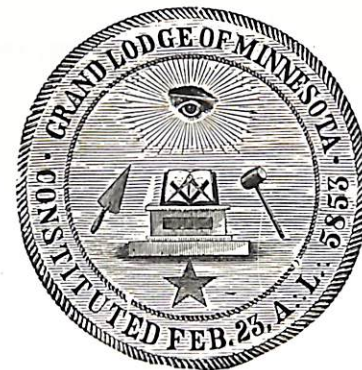
To present a descriptive history in brief of our beautiful city, with many illustrations of its buildings, views, parks and environments, with mention of the various and beautiful summer resorts within a few minutes' ride of Saint Paul.

THE GRAND LODGE OF A.: F.: AND A.: M.: OF MINNESOTA.

BY R.: W.: BRO. THOMAS MONTGOMERY, GRAND SECRETARY.

FEBRUARY 24, 1853, at St. Paul, the Grand Lodge of Minnesota was organized by two or more representatives from each of the three lodges then existing in the territory, viz.: St. Paul, No. 223 (U.: D.: Aug. 8, 1849), chartered Jan. 24, 1853, by the Grand Lodge of Ohio; St. Johns, No. 39, Stillwater (U.: D.: Oct. 12, 1850), chartered June 9, 1852, by the Grand Lodge of Wisconsin, and Cataract, No. 121 (U.: D.: Feb. 5, 1852), chartered Oct. 5, 1852, by the Grand Lodge of Illinois. A convention was held the evening before, at which it was decided to proceed to the preliminaries for the formation of a Grand Lodge by appointing a committee to draft a constitution and regulations. A. E. Ames was president and A. T. C. Pierson secretary of the convention. Those in attendance on the 24th were Bros. D. F. Brawley, D. W. C. Dunwell, Lott Moffett, Aaron Goodrich and A. T. C. Pierson, from St. Paul Lodge; H. N. Setzer and D. B. Loomis, from St. Johns Lodge; and A. E. Ames, D. M. Coolbaugh, C. T. Stearns and E. Case, from Cataract Lodge. A constitution was reported on the afternoon of February 24th, duly adopted and Grand Officers chosen and installed. The names of elective officers chosen then and since will appear on next page.

The annual communications are held in January at St. Paul. From this small beginning forty-two years ago of only three lodges and eighty-nine members we have increased year by year until in 1895 there are 200 active chartered lodges and about 15,000 members in good standing, with nearly \$28,000 in the treasury. The Grand Lodge became incorporated March 5, 1853, and again on Feb. 28, 1885. On April 21, 1868, its property, including a valuable library, was destroyed by fire. The fee for a dispensation is \$20, and \$25 additional for a charter. One dollar is charged subordinates for each degree conferred and forty cents annual dues per member. The fees charged for the degrees are \$50 in the large cities and usually \$30 elsewhere. Annual dues, \$2 to \$4. Nearly 30,000 members have been enrolled from first to last. The masonic temples at Minneapolis and Duluth are very imposing buildings and well adapted for masonic uses. Probably as large and grand a masonic hall can be seen at St. Paul as anywhere in this country.



ELECTIVE OFFICERS OF THE GRAND LODGE OF MINNESOTA SINCE ITS ORGANIZATION.

YEAR.	GRAND MASTER.	No.	DEPUTY GRAND MASTER.	No.	SENIOR GRAND WARDEN.	No.	JUNIOR GRAND WARDEN.	No.	GRAND TREASURER.	No.	GRAND SECRETARY.	No.
1853	A. E. Ames*	2	A. Goodrich*	3	D. F. Brawley*	3	A. Van Vorhes*	1	E. Case*	2	J. G. Lennon*	2
1854	A. E. Ames*	2	D. F. Brawley*	3	A. Van Vorhes*	1	A. T. C. Pierson*	5	E. Case*	4	H. Reynolds	12
1855	M. Sherburne*	5	A. T. C. Pierson*	5	C. T. Stearns*	2	A. Van Vorhes*	1	E. Case*	4	H. Reynolds	12
1856	A. T. C. Pierson*	5	H. N. Setzer	1	Thomas Lombard	6	E. A. Hodgson	4	E. Case*	4	H. Reynolds	12
1857	A. T. C. Pierson*	5	Wm. H. Mower*	1	E. A. Hodgson	4	William Lee	7	E. Case*	4	Geo. W. Prescott	19
Jan.—1858	A. T. C. Pierson*	5	D. B. Loomis	1	Frank Mantor	11	A. C. Smith*	3	E. Case*	19	Geo. W. Prescott	19
Oct.—1858	A. T. C. Pierson*	5	Frank Mantor	11	Samuel E. Adams	16	Samuel E. Adams	16	E. Case*	19	Geo. W. Prescott	19
1859	A. T. C. Pierson*	5	D. B. Loomis	1	Samuel E. Adams	16	J. C. Whipple*	9	E. Case*	19	Geo. W. Prescott	19
1860	A. T. C. Pierson*	5	D. B. Loomis	1	J. C. Whipple*	9	C. W. Thomson*	17	E. Case*	19	Geo. W. Prescott	19
†1861	A. T. C. Pierson*	5	J. C. Whipple*	9	L. E. Thompson*	1	George Bradley*	31	E. Case*	19	Geo. W. Prescott	19
1863	A. T. C. Pierson*	5	L. E. Thompson*	1	C. H. Lindsley	21	W. T. Rigby	28	E. Case*	19	Geo. W. Prescott	19
1864	Geo. W. Prescott	5	L. E. Thompson*	1	E. C. Wells*	31	A. B. Curry	23	Geo. L. Otis*	5	A. T. C. Pierson*	5
1865	Geo. W. Prescott	5	P. P. Hubbell*	18	G. B. Cooley*	11	A. J. Phelps*	34	Geo. L. Otis*	5	C. W. Carpenter	5
1866	Charles W. Nash	35	W. T. Rigby	28	Robert Stewart*	49	S. R. Merrell*	40	Geo. L. Otis*	5	Wm. S. Combs	5
†1867	Charles W. Nash	35	R. A. Jones*	21	S. R. Merrell*	40	S. Y. Hyde	49	Geo. L. Otis*	5	Wm. S. Combs	5
Jan.—1869	Charles W. Nash	35	R. A. Jones*	21	S. R. Merrell*	40	S. Y. Hyde	49	Geo. L. Otis*	5	Wm. S. Combs	5
1870	Charles W. Nash	35	G. B. Cooley*	11	S. Y. Hyde	49	Fred Joss*	8	Geo. L. Otis*	5	Wm. S. Combs	5
1871	Charles W. Nash	35	C. Griswold	49	E. D. B. Porter†	12	J. W. Morford*	33	Geo. L. Otis*	5	Wm. S. Combs	5
1872	G. B. Cooley*	11	C. Griswold	49	J. N. Castle	1	E. P. Barnum	60	Geo. L. Otis*	5	Wm. S. Combs	5
1873	C. Griswold	49	J. N. Castle	1	Edgar Nash	76	I. B. Cummings*	18	Geo. L. Otis*	5	E. D. B. Porter†	12
1874	C. Griswold	49	J. N. Castle	1	Edgar Nash	79	I. B. Cummings*	18	Geo. A. Camp*	2	E. D. B. Porter†	12
1875	C. Griswold	49	J. C. Braden*	89	I. B. Cummings*	18	H. R. Wells	36	Geo. A. Camp*	2	E. D. B. Porter†	12
1876	J. C. Braden*	84	I. B. Cummings*	18	H. R. Wells	36	A. J. Edgerton	11	Geo. A. Camp*	2	A. T. C. Pierson*	5
1877	J. C. Braden*	84	E. W. Durant	1	L. Z. Rogers	32	C. O. Ball*	7	Geo. A. Camp*	2	A. T. C. Pierson*	5
1878	E. W. Durant	1	H. R. Wells	36	C. H. Benton*	4	C. N. Daniels*	9	J. H. Thompson	19	A. T. C. Pierson*	5
1879	Henry R. Wells	36	C. H. Benton*	4	C. N. Daniels*	9	George A. Camp*	2	J. H. Thompson	19	A. T. C. Pierson*	5
1880	Henry R. Wells	36	C. H. Benton*	4	G. H. Davis	23	J. H. Brown*	104	J. H. Thompson	19	A. T. C. Pierson*	5
1881	Henry R. Wells	36	G. H. Davis	23	Henry R. Denny	111	R. H. Gove	21	J. H. Thompson	19	A. T. C. Pierson*	5
1882	C. H. Benton*	4	G. H. Davis	23	Henry R. Denny	111	R. H. Gove	21	J. H. Thompson	19	A. T. C. Pierson*	5
1883	C. H. Benton*	4	Henry R. Denny	111	R. H. Gove	21	A. P. Fitch	42	J. H. Thompson	19	A. T. C. Pierson*	5
1884	Henry R. Denny	111	R. H. Gove	21	J. A. Kiester	57	A. Marden	98	J. H. Thompson	19	A. T. C. Pierson*	5
1885	Henry R. Denny	111	J. H. Gove	21	J. A. Kiester	57	Alphonso Barto	60	J. H. Thompson	19	A. T. C. Pierson*	5
1886	R. H. Gove	21	J. A. Kiester	57	Alphonso Barto	60	A. La Due	11	J. H. Thompson	19	A. T. C. Pierson*	5
1887	J. H. Brown*	104	J. A. Kiester	57	Alphonso Barto	60	Geo S. Acker	5	J. H. Thompson	19	A. T. C. Pierson*	5
1888	J. H. Brown*	104	J. A. Kiester	57	Alphonso Barto	60	Charles D. Boyce	2	J. H. Thompson	19	A. T. C. Pierson*	5
1889	J. A. Kiester	57	Alphonso Barto	60	W. F. Dickinson	91	Charles D. Boyce	2	J. H. Thompson	19	Thos. Montgomery	54
1890	J. A. Kiester	57	Alphonso Barto	60	W. F. Dickinson	91	H. C. Shepard	18	J. H. Thompson	19	Thos. Montgomery	54
1891	Alphonso Barto	60	W. F. Dickinson	91	C. L. Brown	133	Wm. B. Patton	79	J. H. Thompson	19	Thos. Montgomery	54
1892	Alphonso Barto	60	C. L. Brown	133	Chas. L. West	39	J. D. Markham	146	J. H. Thompson	19	Thos. Montgomery	54
1893	W. F. Dickinson	91	Chas. L. West	39	J. F. Lawless	3	A. T. Stebbins	21	J. H. Thompson	19	Thos. Montgomery	54
1894	C. L. Brown	133	J. F. Lawless	3	A. T. Stebbins	21	A. Brandenburg	99	J. H. Thompson	19	Thos. Montgomery	54
1895	C. L. Brown	133										

* Deceased.

† No session of Grand Lodge in 1862 or 1868.

‡ Expelled.

THE GRAND CHAPTER OF ROYAL ARCH MASONS OF MINNESOTA.

BY M. E. COMP. THOMAS MONTGOMERY, GRAND SECRETARY.

THE Grand Chapter of Minnesota was organized Dec. 17, 1859, at St. Paul, by virtue of authority from Albert G. Mackey, General Grand High Priest of the General Grand Chapter of the United States, dated Dec. 1, 1859. The following delegates from the only three chapters in the state attended a convention held for that purpose: A. T. C. Pierson, I. P. Wright, G. W. Prescott, from Minnesota, No. 1, St. Paul (U. D. Sept. 17, 1853; chartered by the General Grand Chapter Sept. 11, 1856); C. W. Thompson, O. T. Hayes, G. L. Becker, from Vermilion, No. 2, Hastings (U. D. June 20, 1857; chartered by General Grand Chapter Sept. 14, 1859); R. S. Alden, A. E. Ames, Moses Getchell, from St. Anthony Falls, No. 3, St. Anthony (U. D. Jan. 5, 1858; chartered by General Grand Chapter Sept. 14, 1859).

A. E. Ames was called to the chair and Geo. W. Prescott was chosen secretary.

A constitution was adopted and officers duly chosen, the first Grand High Priest being A. T. C. Pierson of St. Paul, a Mason of conspicuous ability, who afterwards achieved a national reputation.

There are now fifty-eight active chapters on the roll and a membership of nearly 5,000. The annual convocations are held at St. Paul in October.

The names of elective officers since organization, except Grand Chaplain and Grand Captain of the Host, appear on next page. One hundred dollars is charged for charters, \$3 fees for the degrees and fifty cents annual dues.

Comp. A. T. C. Pierson, our first Grand High Priest, was General Grand King of the General Grand Chapter of the United States from 1865 to 1868, and another Past Grand High Priest, Comp. Nathan Kingsley, is now General Grand Royal Arch Captain in the same national body.

ORDER OF HIGH PRIESTHOOD.

The first convention of Anointed High Priests held in Minnesota was at St. Paul, Oct. 23, 1866, and was composed of Comps. A. T. C. Pierson, B. F. Smith, G. W. Prescott, F. James, M. W. Getchell, Ira Hawley, L. Dearborn, C. W. Nash, S. B. Foot and C. N. Daniels. Annual conventions are held in connection with the convocations of the Grand Chapter. There are now enrolled 170 members.



OFFICERS OF THE GRAND CHAPTER OF MINNESOTA SINCE ITS ORGANIZATION.

YEAR	GRAND HIGH PRIEST.	No.	DEPUTY GRAND HIGH PRIEST.	No.	GRAND KING.	No.	GRAND SCRIBE.	No.	GRAND TREASURER.	No.	GRAND SECRETARY.	No.
1859	A. T. C. Pierson*	1	R. S. Alden*	3	O. T. Hayes*	2	A. E. Ames*	3	W. H. Skinner*	2	G. W. Prescott.	1
1860	R. S. Alden*	3	A. E. Ames*	3	G. W. Prescott.	1	C. W. Nash.	2	Robert Buck*	2	A. T. C. Pierson*	1
1861	A. E. Ames*	3	G. W. Prescott.	1	C. W. Nash.	2	H. B. Wilson.	4	E. Case*	3	A. T. C. Pierson*	1
1863	G. W. Prescott.	1	C. W. Nash.	2	P. Sanford*	4	J. H. Thompson.	9	E. Case*	3	A. T. C. Pierson*	1
1864	G. W. Prescott.	1	Warren Powers*	5	S. B. Foot.	4	J. E. Finch.	2	E. Case*	3	A. T. C. Pierson*	1
1865	C. W. Nash.	2	B. F. Smith*	7	C. N. Daniels*	6	C. Benson*	5	G. L. Otis*	1	C. W. Carpenter.	1
1866	B. F. Smith*	7	C. N. Daniels*	6	C. Benson*	5	E. Patch.	3	G. L. Otis*	1	L. E. Thompson*	1
1867	Luther Dearborn*	6	M. W. Getchell*	3	E. D. B. Porter†	7	G. W. Merrill.	1	G. L. Otis*	1	W. S. Combs.	1
1868	M. W. Getchell*	3	E. D. B. Porter†	7	G. W. Merrill.	1	E. A. Groff*	9	G. L. Otis*	1	W. S. Combs.	1
1870	E. D. B. Porter†	7	J. H. McKenney*	11	J. N. Castle.	17	J. N. Castle.	17	G. L. Otis*	1	W. S. Combs.	1
1871	G. W. Merrill.	1	J. H. McKenney*	11	J. N. Castle.	17	I. B. Cummings.	5	G. L. Otis*	1	W. S. Combs.	1
1872	J. H. McKenney*	11	J. N. Castle.	17	R. Stewart*	19	S. R. Merrell*	12	Solon Armstrong.	3	W. S. Combs.	1
1873	J. N. Castle.	17	S. R. Merrell*	12	W. S. Combs.	1	S. J. Prentiss.	16	Solon Armstrong.	3	E. D. B. Porter†	7
1874	S. R. Merrell*	12	W. S. Combs.	1	S. J. Prentiss.	16	Edgar Nash.	20	Solon Armstrong.	3	E. D. B. Porter†	7
1875	S. J. Prentiss.	16	R. J. Marvin.	2	G. W. Cooley.	9	A. J. Edgerton.	18	Solon Armstrong.	3	A. T. C. Pierson*	1
1876	R. J. Marvin.	2	G. W. Cooley.	9	D. M. Baldwin.	4	E. A. Hotchkiss.	21	Solon Armstrong.	3	A. T. C. Pierson*	1
1877	R. J. Marvin.	2	G. W. Cooley.	9	E. A. Hotchkiss.	21	W. G. Dye.	5	Solon Armstrong.	3	A. T. C. Pierson*	1
1878	E. A. Hotchkiss.	21	T. Montgomery.	22	W. G. Bronson.	17	O. G. Miller*	1	Solon Armstrong.	3	A. T. C. Pierson*	1
1879	T. Montgomery.	22	W. G. Bronson.	17	O. G. Miller*	1	J. H. LaVaque.	20	Solon Armstrong.	3	A. T. C. Pierson*	1
1880	W. G. Bronson.	17	O. G. Miller.	1	J. H. LaVaque.	20	E. E. McDermott*	9	Solon Armstrong.	3	A. T. C. Pierson*	1
1881	O. G. Miller*	1	J. H. LaVaque.	20	E. E. McDermott*	9	B. Converse.	25	Solon Armstrong.	3	A. T. C. Pierson*	1
1882	W. J. Hahn.	12	E. E. McDermott*	9	B. Converse.	25	N. Kingsley.	11	Solon Armstrong.	3	A. T. C. Pierson*	1
1883	E. E. McDermott*	9	B. Converse.	25	N. Kingsley.	11	J. H. Brown*	39	W. F. Dickinson.	34	Solon Armstrong.	3
1884	B. Converse.	25	N. Kingsley.	11	J. H. Brown*	39	W. F. Dickinson.	34	C. L. West.	14	Solon Armstrong.	3
1885	N. Kingsley.	11	J. H. Brown*	39	W. F. Dickinson.	34	Chas. L. West.	14	Hugh Kirkwood.	9	Solon Armstrong.	3
1886	J. H. Brown*	39	W. F. Dickinson.	34	C. L. West.	14	Hugh Kirkwood.	9	A. Brandenburg.	27	Solon Armstrong.	3
1887	W. F. Dickinson.	34	Chas. L. West.	14	Hugh Kirkwood.	9	A. Brandenburg.	27	J. M. Martin.	12	Solon Armstrong.	3
1888	Chas. L. West.	14	Hugh Kirkwood.	9	A. Brandenburg.	27	J. M. Martin.	12	I. P. Durfee.	28	Solon Armstrong.	3
1889	Hugh Kirkwood.	9	A. Brandenburg.	27	J. M. Martin.	12	I. P. Durfee.	28	W. P. Jewett.	1	Solon Armstrong.	3
1890	A. Brandenburg.	27	J. M. Martin.	12	I. P. Durfee.	28	W. P. Jewett.	1	Irving Todd.	2	Solon Armstrong.	3
1891	J. M. Martin.	12	I. P. Durfee.	28	W. P. Jewett.	1	Irving Todd.	2	Fred A. Noble.	33	Solon Armstrong.	3
1892	I. P. Durfee.	28	W. P. Jewett.	1	Irving Todd.	2	Fred A. Noble.	33	Frank B. Fobes.	30	Solon Armstrong.	3
1893	W. P. Jewett.	1	Irving Todd.	2	Chas. D. Boyce.	3	W. G. Ten Brook.	20	O. L. Cutter.	52	Solon Armstrong.	3
1894	Frank B. Fobes.	30	Chas. D. Boyce.	3								

*Deceased.

†Expelled.

THE GRAND COUNCIL OF ROYAL AND SELECT MASTERS OF MINNESOTA.

BY R. I. COMP. THOMAS MONTGOMERY, GRAND RECORDER.

ON Dec. 12, 1870, the Grand Council of Minnesota was organized by the following representatives of the only councils then existing in the state, who, in accordance with action taken therein, met in convention at St. Paul for that purpose: St. Paul, No. 11, Wm. S. Combs, W. A. Spencer, Julian H. Gates, J. C. Terry; Minneapolis, No. 15, A. E. Ames, D. M. Goodwin, John H. Henion; Rochester, No. 16, E. C. Cross, G. W. Van Dusen. These councils received their charters from the Grand Council of Iowa early in the year 1870, and at that time contained fifty-one members. A. E. Ames was chosen president and Wm. S. Combs secretary of the convention. A constitution was adopted and officers elected and installed.

There are now nine councils and nearly 800 members. The names of elective officers chosen then and since appear on next page.

Minnesota is one of the constituents of the General Grand Council of the United States, organized in 1880 at Detroit, and one of her Past Grand Masters, M. I. George W. Cooley, has been honored by election in this national body to the office of General Grand Recorder and later General Grand Master. Another Past Grand Master, M. I. A. P. Swanstrom, is now General Grand Steward. The annual assemblies are held in October, the day before the Grand Chapter meets. All have been held at St. Paul except in the years 1877, 1890 and 1892, when they were held at Minneapolis.



OFFICERS OF THE GRAND COUNCIL OF MINNESOTA SINCE ITS ORGANIZATION.

YEAR.	MOST ILLUSTRIOUS GRAND MASTER.	RIGHT ILLUSTRIOUS DEPUTY GRAND MASTER.	RIGHT ILLUSTRIOUS GRAND MASTER.	GRAND PRINCIPAL CONDUCTOR OF WORK.	GRAND TREASURER.	GRAND RECORDER.
1870.....	J. C. Terry.....	Samuel Wiley*.....	A. E. Ames*.....	E. C. Cross.....	M. W. Getchell*.....	Wm. S. Combs.
1871.....	A. E. Ames*.....	Samuel Wiley*.....	E. C. Cross.....	Wm. S. Combs.....	M. W. Getchell*.....	B. F. Wright.
1872.....	E. C. Cross.....	J. C. Terry.....	Wm. S. Combs.....	D. M. Goodwin.....	M. W. Getchell*.....	B. F. Wright.
1873.....	Wm. S. Combs.....	Charles Shandrew*.....	D. M. Goodwin.....	Fred Joss*.....	M. W. Getchell*.....	B. F. Wright.
1874.....	Wm. S. Combs.....	H. L. Carver*.....	D. M. Goodwin.....	Fred Joss*.....	M. W. Getchell*.....	B. F. Wright.
1875.....	Fred Joss*.....	H. L. Carver*.....	G. W. Cooley.....	Fred Woodbourne.....	M. W. Getchell*.....	B. F. Wright.
1876.....	Geo. W. Cooley.....	Fred Woodbourne.....	D. M. Baldwin.....	G. W. Merrill.....	M. W. Getchell*.....	Theo. Burkhard*.
1877.....	Geo. W. Cooley.....	G. W. Merrill.....	Office abolished.....	Ed. McDermott*.....	M. W. Getchell*.....	Theo. Burkhard*.
1878.....	Geo. W. Cooley.....	G. W. Merrill.....		Ed. McDermott*.....	Wm. A. Spaulding.....	Grove B. Cooley*.
1879.....	Geo. W. Cooley.....	G. W. Merrill.....		Ed. McDermott*.....	Wm. A. Spaulding.....	Grove B. Cooley*.
1880.....	G. W. Merrill.....	Grove B. Cooley*.....		H. M. Kent*.....	Wm. A. Spaulding.....	Wm. Cheney.
1881.....	Grove B. Cooley*.....	C. H. Benton*.....		Theodore Burkhard*.....	G. W. Merrill.....	Wm. Cheney.
1882.....	Grove B. Cooley*.....	Theodore Burkhard*.....		D. M. Baldwin.....	G. W. Merrill.....	Wm. Cheney.
1883.....	Grove B. Cooley*.....	D. M. Baldwin.....		D. B. Smith.....	G. W. Merrill.....	Wm. Cheney.
1884.....	Dwight M. Baldwin.....	D. B. Smith.....		J. H. La Vaque.....	G. W. Merrill.....	Wm. Cheney.
1885.....	Dwight M. Baldwin.....	J. H. La Vaque.....		A. Z. Levering.....	G. W. Merrill.....	Geo. W. Cooley.
1886.....	John R. Carey.....	R. H. Baker.....		Geo. S. Acker.....	G. W. Merrill.....	Wm. Cheney.
1887.....	A. Z. Levering.....	D. B. Smith.....		C. F. Yeager*.....	G. W. Merrill.....	Wm. Cheney.
1888.....	A. Z. Levering.....	C. F. Yeager*.....		R. D. Brown.....	G. W. Merrill.....	Wm. Cheney.
1889.....	R. H. Baker.....	A. P. Swanstrom.....		W. G. Ten Brook.....	G. W. Merrill.....	W. A. Spaulding.
1890.....	A. P. Swanstrom.....	W. G. Ten Brook.....		C. D. Boyce.....	G. W. Merrill.....	Thos. Montgomery.
1891.....	W. G. Ten Brook.....	C. D. Boyce.....		Geo. E. Warner.....	G. W. Merrill.....	Thos. Montgomery.
1892.....	Chas. D. Boyce.....	Geo. E. Warner.....		John B. West.....	G. W. Merrill.....	Thos. Montgomery.
1893.....	Geo. E. Warner.....	John B. West.....		A. Brandenburg.....	G. W. Merrill.....	Thos. Montgomery.
1894.....	John B. West.....	A. Brandenburg.....		John H. Randall.....	G. W. Merrill.....	Thos. Montgomery.

* Deceased.

THE GRAND COMMANDERY KNIGHTS TEMPLAR OF MINNESOTA.

BY R. E. SIR THOMAS MONTGOMERY, GRAND RECORDER.

A CONVENTION for the purpose of forming a Grand Commandery of Knights Templar was held at St. Paul, Oct. 23, 1865, by virtue of authority from H. L. Palmer, Grand Master, dated Oct. 19, 1865. A. E. Ames was chosen chairman and E. D. B. Porter secretary. The following delegates were present from the four commanderies then organized in the state: Geo. W. Prescott, Freeman James, A. T. C. Pierson, from Damascus, No. 1, St. Paul (U. D. July 8, 1856; chartered Sept. 10, 1856); A. E. Ames, from Zion, No. 2, Minneapolis (U. D. May 19, 1863; chartered Sept. 6, 1865); R. Urquhart, J. M. Cole, C. Benson, from Coeur de Lion, No. 3, Winona (U. D. May 13, 1864; chartered Sept. 6, 1865); E. D. B. Porter, A. Hanna, from Mankato, No. 4 (U. D. April 5, 1865; chartered Sept. 6, 1865). All the above received their charters from the Grand Encampment of the United States.

A constitution was adopted, and the Grand Master being

present, the convention adjourned and the Grand Commandery was duly organized and officers elected and installed. (The names of the principal officers elected then and since will appear on page 12.)

There are now twenty-five commanderies and 2,335 members. The annual conclaves are held, June 24th, at the place designated at the previous conclave. Escorts have been furnished the Grand Lodge on several occasions. Sir A. T. C. Pierson, who for nine years was the first Commander of Damascus, No. 1, served as Grand Captain General of the Grand Encampment of the United States from 1862 to 1868. The revenue of the Grand Commandery is \$100 for charters, \$5 for the orders and fifty cents annual dues from members.



JOHN H. RANDALL,
Deputy Grand Commander.



HARRY E. WHITNEY,
Grand Commander.



B. F. FARMER,
Grand Generalissimo.

GRAND COMMANDERY OF KNIGHTS TEMPLAR OF MINNESOTA.

OFFICERS OF THE GRAND COMMANDERY OF MINNESOTA SINCE ITS ORGANIZATION.

CONCLAVE HELD AT	YEAR ELECTED.	GRAND COMMANDER.	No. Commandery.	DEPUTY GRAND COMMANDER.	No. Commandery.	GRAND GENERALISSIMO.	No. Commandery.	GRAND CAPTAIN GENERAL.	No. Commandery.	GRAND TREASURER.	No. Commandery.	GRAND RECORDER.	No. Commandery.
St. Paul.....	1865	Geo. W. Prescott.....	1	A. E. Ames*.....	2	James M. Cole.....	3	Andrew Hanna.....	4	E. D. B. Porter†.....	4	C. W. Carpenter.....	1
St. Paul.....	1866	Geo. W. Prescott.....	1	A. E. Ames*.....	2	James M. Cole.....	3	Andrew Hanna.....	4	E. D. B. Porter†.....	4	C. W. Carpenter.....	1
Minneapolis.....	1867	A. E. Ames*.....	2	James M. Cole.....	3	B. F. Smith*.....	4	Geo. L. Otis*.....	1	F. H. Pratt*.....	1	Geo. A. Savory*.....	2
Winona.....	1868	James M. Cole.....	3	E. D. B. Porter.....	4	Geo. L. Otis*.....	2	M. W. Getchell*.....	2	Edgar A. Groff.....	2	Geo. A. Savory*.....	2
Mankato.....	1869	E. D. B. Porter†.....	4	Geo. L. Otis*.....	1	M. W. Getchell.....	2	R. A. Jones.....	5	H. L. Carver*.....	1	Geo. A. Savory*.....	2
Rochester.....	1870	Geo. L. Otis*.....	1	W. M. Getchell*.....	2	B. H. Langley.....	3	H. L. Carver*.....	1	Geo. A. Savory*.....	2	Geo. A. Savory*.....	2
St. Paul.....	1871	Geo. L. Otis*.....	1	W. M. Getchell*.....	2	B. H. Langley.....	3	H. B. Upman.....	5	H. L. Carver*.....	1	Geo. A. Savory*.....	2
St. Paul.....	1872	M. W. Getchell*.....	2	H. L. Carver*.....	1	B. H. Langley.....	3	D. A. Monfort.....	1	Geo. A. Savory*.....	2	E. D. B. Porter†.....	4
St. Paul.....	1873	H. L. Carver*.....	1	B. H. Langley.....	3	D. A. Monfort.....	1	H. B. Upman.....	5	E. F. Dodge.....	6	E. D. B. Porter†.....	4
St. Paul.....	1874	B. H. Langley.....	3	D. A. Monfort.....	1	H. B. Upman.....	5	E. F. Dodge.....	6	W. C. Durkee*.....	4	E. D. B. Porter†.....	4
St. Paul.....	1875	B. H. Langley.....	3	D. A. Monfort.....	1	E. F. Dodge.....	6	W. C. Durkee*.....	4	Geo. A. Savory*.....	2	E. D. B. Porter†.....	4
St. Paul.....	1876	D. A. Monfort.....	1	E. F. Dodge.....	6	D. M. Baldwin.....	10	Geo. A. Savory*.....	2	A. T. C. Pierson*.....	1	A. T. C. Pierson*.....	1
Minneapolis.....	1877	E. F. Dodge.....	6	W. Lochren.....	7	W. C. Williston.....	10	R. L. McCormick.....	9	J. G. McFarlane.....	2	A. T. C. Pierson*.....	1
Winona.....	1878	W. Lochren.....	7	W. C. Williston.....	10	R. L. McCormick.....	9	R. C. Munger.....	1	J. G. McFarlane.....	2	A. T. C. Pierson*.....	1
Waterville.....	1879	W. C. Williston.....	10	R. L. McCormick.....	9	L. Z. Rogers.....	8	W. G. Bronson.....	11	R. C. Munger.....	1	J. G. McFarlane.....	2
Faribault.....	1880	W. C. Williston.....	10	R. L. McCormick.....	9	L. Z. Rogers.....	8	W. G. Bronson.....	11	James C. Stout.....	6	J. G. McFarlane.....	2
Stillwater.....	1881	R. L. McCormick.....	9	L. Z. Rogers.....	8	W. G. Bronson.....	11	R. C. Munger.....	1	James C. Stout.....	6	J. G. McFarlane.....	2
Red Wing.....	1882	L. Z. Rogers.....	8	W. G. Bronson.....	11	Neville Staughton.....	3	A. M. Shuey.....	2	J. G. McFarlane.....	2	A. T. C. Pierson*.....	1
St. Paul.....	1883	Wm. G. Bronson.....	11	James C. Stout.....	6	Henry Birkett.....	9	T. Montgomery.....	4	Thomas Mee*.....	8	J. A. Schlener.....	2
Minneapolis.....	1884	A. M. Shuey.....	2	W. D. Cornish.....	9	T. Montgomery.....	4	Thomas Mee*.....	8	J. A. Schlener.....	2	J. G. McFarlane.....	2
Winona.....	1885	W. D. Cornish.....	9	Henry Birkett.....	9	T. Montgomery.....	4	Thomas Mee*.....	8	J. A. Schlener.....	2	J. G. McFarlane.....	2
Owatonna.....	1886	Henry Birkett.....	9	T. Montgomery.....	4	Thomas Mee*.....	8	J. A. Schlener.....	2	J. G. McFarlane.....	2	A. T. C. Pierson*.....	1
Lake City.....	1887	T. Montgomery.....	4	Thomas Mee*.....	8	J. A. Schlener.....	2	C. A. Hubbard.....	6	J. G. McFarlane.....	2	A. T. C. Pierson*.....	1
Duluth.....	1888	J. A. Schlener.....	2	W. H. Sanborn.....	1	C. L. Spaulding†.....	16	A. Z. Levering.....	7	M. E. Powell.....	15	T. W. Hugo.....	18
Austin.....	1889	W. H. Sanborn.....	1	C. L. Spaulding†.....	16	A. Z. Levering.....	7	M. E. Powell.....	15	T. W. Hugo.....	18	J. W. Nash.....	2
Brainerd.....	1890	A. Z. Levering.....	7	M. E. Powell.....	15	T. W. Hugo.....	18	J. W. Nash.....	2	W. H. S. Wright.....	21	H. E. Whitney.....	8
Rochester.....	1891	M. E. Powell.....	15	T. W. Hugo.....	18	J. W. Nash.....	2	W. H. S. Wright.....	21	H. E. Whitney.....	8	J. Fred Smith.....	7
St. Paul.....	1892	T. W. Hugo.....	18	J. W. Nash.....	2	W. H. S. Wright.....	21	H. E. Whitney.....	8	J. Fred Smith.....	7	O. C. Chase.....	14
Minneapolis.....	1893	J. W. Nash.....	2	W. H. S. Wright.....	21	H. E. Whitney.....	8	J. Fred Smith.....	7	O. C. Chase.....	14	J. G. McFarlane.....	23
St. Paul.....	1894	W. H. S. Wright.....	21	H. E. Whitney.....	8	J. Fred Smith.....	7	O. C. Chase.....	14	J. G. McFarlane.....	23	T. Montgomery.....	4
St. Cloud.....	1895	H. E. Whitney.....	8	John H. Randall.....	7	Benj. F. Farmer.....	25	O. C. Chase.....	14	J. G. McFarlane.....	23	T. Montgomery.....	4

* Deceased. † Expelled.

KNIGHTS TEMPLAR STATISTICS, 1895, By Sir THOMAS MONTGOMERY, Grand Recorder, St. Paul.

GRAND COMMANDERY.	Year Organized.	No. of Annual Conclaves.	WHERE HELD.	WHEN COMMENCED.	GRAND COMMANDER PRESIDING.	Command eries on Roll.	Command- eries Rep- resented.	G. Officers and Per- manent Members Present.	Receipts of Year.	Expenses of Year.	Cash Bal- ance and Other Assets.	Members in Good Standing.	Created During Year.	Net Gain.	Net Loss.
Alabama.....	1860	34	Birmingham.....	May 9, 1894	Chas. Wheelock.....	10	10	39	\$651.50	\$550.00	\$1,202.60	368	34	11	....
Arizona.....	1893	2	Phoenix.....	Nov. 14, 1894	Geo. J. Roskrige.....	3	3	12	318.00	119.15	198.85	103	8	7	....
Arkansas.....	1872	23	Pine Bluff.....	April 16, 1895	Wm. M. Mellette.....	12	9	18	830.00	584.65	542.07	545	38	4	....
California.....	1858	37	San Francisco.....	April 18, 1895	Frank W. Sumner.....	34	31	58	4,155.75	4,744.95	24,935.75	2,887	145	69	....
Colorado.....	1876	19	Denver.....	June 5, 1894	Albert G. McGaffey.....	24	20	28	1,164.00	4,315.92	3,722.86	1,626	66	43	....
Connecticut.....	1827	68	Meriden.....	Mar. 19, 1895	G. Herrick Wilson.....	11	11	53	944.70	929.85	772.55	2,214	158	112	....
Georgia.....	1860	34	Savannah.....	April 17, 1895	Park Woodward.....	10	10	31	1,524.00	1,297.96	704.28	679	73	35	....
Illinois.....	1857	38	Chicago.....	Oct. 23, 1894	Harvey M. Hall.....	63	61	50	7,984.25	7,055.66	7,662.19	9,109	492	82	....
Indiana.....	1854	41	Indianapolis.....	April 17, 1895	Chas. W. Slick.....	37	37	83	4,200.00	3,574.36	7,864.41	3,394	194	85	....
Iowa.....	1864	31	Spirit Lake.....	July 10, 1894	W. I. Babb.....	54	30	37	7,324.00	7,501.05	1,206.45	4,116	55	86	....
Kansas.....	1868	26	Topeka.....	May 14, 1895	Alex. G. Robb.....	41	36	38	5,284.00	2,733.90	6,947.97	3,176	240	67	....
Kentucky.....	1847	47	Paducah.....	May 16, 1894	T. J. Flournoy.....	26	20	35	1,779.00	1,807.90	1,184.97	1,869	113	48	....
Louisiana.....	1864	32	New Orleans.....	Feb. 15, 1895	L. H. Gardner.....	3	3	26	666.00	294.40	477.57	311	30	18	....
Maine.....	1852	43	Portland.....	May 3, 1894	H. H. Burbank.....	19	18	70	1,230.90	1,378.65	1,274.69	2,756	150	117	....
Maryland.....	1871	24	Baltimore.....	Nov. 27, 1894	James P. Clark.....	8	7	47	1,215.00	1,035.68	978.97	997	64	41	....
Mass. and Rhode Island.....	1895	88	Boston.....	Oct. 25, 1894	Chas. C. Fry.....	45	45	141	4,692.65	5,481.19	3,037.37	10,394	693	484	....
Michigan.....	1857	39	Saginaw.....	May 21, 1895	Chas. H. Pomeroy.....	44	42	82	4,478.49	2,923.01	5,740.27	5,373	416	278	....
Minnesota.....	1865	30	St. Cloud.....	June 24, 1895	W. H. S. Wright.....	25	19	38	1,505.50	1,491.95	2,086.18	2,335	145	55	....
Mississippi.....	1857	35	West Point.....	Feb. 12, 1895	J. C. French.....	12	11	21	739.00	539.75	305.04	430	60	56	....
Missouri.....	1860	34	St. Louis.....	April 23, 1895	Thos. R. Morrow.....	57	55	62	5,568.08	7,850.90	5,544.33	4,030	195	46	....
Montana.....	1888	6	Billings.....	Sept. 18, 1894	Albert L. Babcock.....	8	8	9	797.00	553.20	1,166.82	387	18	3	....
Nebraska.....	1871	22	Norfolk.....	April 3, 1894	Wm. R. Bowen.....	22	18	31	2,631.38	2,578.15	855.43	1,656	134	60	....
New Hampshire.....	1826	35	Concord.....	Sept. 24, 1894	Chas. C. Hayes.....	10	9	36	822.30	956.06	2,345.21	1,853	69	32	....
New Jersey.....	1860	37	Trenton.....	May 14, 1895	James McCain.....	16	14	45	992.75	909.59	1,161.13	1,681	90	26	....
New York.....	1814	81	Saratoga Springs.....	Sept. 11, 1894	John H. Bonnington.....	58	56	110	6,830.45	6,530.79	10,328.36	10,294	670	276	....
North Carolina.....	1881	15	Durham.....	May 14, 1895	Alphonso H. Cobb.....	12	12	19	375.00	452.18	416.89	362	39	12	....
North Dakota.....	1890	5	Valley City.....	June 15, 1894	R. W. Knowlton.....	7	7	20	442.00	689.00	442.00	365	31	14	....
Ohio.....	1843	52	Cleveland.....	Oct. 3, 1894	H. P. McIntosh.....	52	52	112	5,303.45	4,845.42	4,981.77	7,566	368	190	....
Oregon.....	1887	8	Salem.....	Oct. 9, 1894	John M. Hodson.....	5	4	24	414.00	419.80	525.82	383	15	15	....
Pennsylvania.....	1854	41	Pittsburg.....	May 22, 1894	Irving P. Wanger.....	74	59	163	5,577.15	5,442.61	5,359.84	10,594	621	303	....
South Dakota.....	1884	11	Deadwood.....	June 15, 1894	Geo. H. Rathman.....	9	9	24	633.50	537.55	754.98	755	124	95	....
Tennessee.....	1859	33	Nashville.....	May 8, 1895	Chas. H. Eastman.....	15	15	39	1,850.00	2,017.12	1,850.00	1,065	105	20	....
Texas.....	1824	53	Waco.....	April 17, 1895	E. J. Fry.....	31	25	54	2,483.00	741.60	1,741.40	2,080	210	103	....
Vermont.....	1855	41	Burlington.....	June 11, 1895	Marsh O. Perkins.....	10	10	19	931.12	527.65	1,206.35	1,396	116	73	....
Virginia.....	1824	72	Richmond.....	Nov. 15, 1894	E. E. Downham.....	20	18	20	1,119.25	1,385.30	1,260.53	1,365	139	80	....
Washington.....	1887	7	Spokane.....	Sept. 10, 1894	Eugene T. Wilson.....	8	7	14	849.00	819.60	988.56	584	61	64	....
West Virginia.....	1874	20	Weston.....	May 9, 1894	Alfred Paul.....	10	9	21	840.95	509.66	1,079.34	726	49	25	....
Wisconsin.....	1859	36	Milwaukee.....	June 11, 1894	Eugene S. Elliott.....	26	22	31	241.00	827.61	4,466.91	2,724	147	81	....
Wyoming.....	1888	8	Laramie.....	May 8, 1895	William Dalev.....	5	4	13	493.00	308.87	436.88	250	28	29	....
G. Enc. U. S.....	1817	....	Denver.....	Aug. 9, 1892	J. P. S. Gobin.....	36	17	16	17,661.71	10,169.95	25,325.97	2,204	990	272	....
Total U. S.....	....	....	....	....	....	972	853	....	\$107,542.63	\$98,601.59	\$143,083.56	104,962	7,393	3,365	161
Canada.....	1884	11	Toronto.....	Sept. 4, 1894	E. E. Sheppard.....	33	32	54	\$1,307.85	909.30	1,262.41	1,273	208	157	....
England and Wales.....	....	....	London.....	May 10, 1895	Earl of Euston.....	116	25	22	5,465.00	3,000.00	3,245.00	....	....	....	....

No report from the Great Priories of Ireland, Scotland and Victoria.



Knights Templar Trip

... to

**Yellowstone
Park... in 1896**

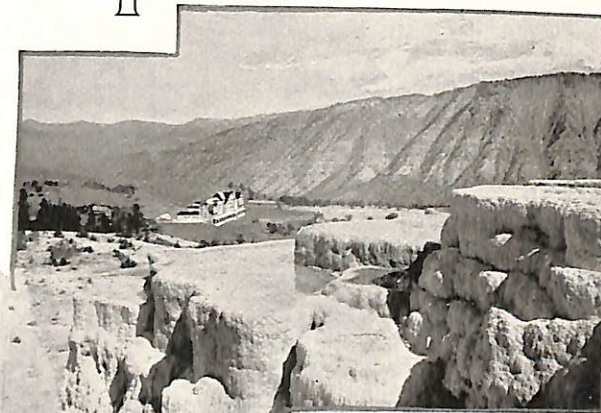
... would be a scheme worth planning for now. Some of you might go out in September of this year. Arrange for a number of small parties of 12 or 15 each, from June 1 to October 1 next year—the duration of the Park season.

Think this over

... and in the meantime send six cents for the

Northern Pacific Railroad's
Tourist Book for 1895.....

and post yourselves about the Park.



MAMMOTH HOT SPRINGS AND HOTEL



ENTRANCE TO PARK

**They're
On Our
Line**

CHAS. S. FEE,
General Passenger Agent,
St. Paul, Minn.



PALADIN COMMANDERY, No. 21, SAINT PAUL, MINNESOTA.

Paladin Commandery, Knights Templar, was

Organized ~ ~

by virtue of a dispensation issued by R.: E.: John A. Schlener, Grand Commander, May 18, 1889. It was

Chartered ~ ~

by the Grand Commandery of Knights Templar of Minnesota in annual conclave at Rochester, on June 25, 1889, and

Constituted ~ ~

by R.: E.: Walter H. Sanborn, Grand Commander, on Aug. 5, 1889.

The petition for dispensation to form Paladin Commandery was signed by eighty-eight Knights Templar, hailing from thirty-eight different commanderies, and representing fourteen Grand Jurisdictions. Seventy-eight of the petitioners became charter members. The table following this page gives the names of the charter members, in the order in which they appeared upon the petition; also, their former affiliations.

Each year since the organization of this commandery Christmas day has been commemorated by the distribution of one hundred baskets of provisions, containing material for a substantial Christmas dinner, among as many worthy poor families of our city.

Funds for this purpose have been provided by voluntary contributions from our members, and all take especial pride and pleasure in subscribing to this fund.

This custom is regarded as a "landmark" by the commandery, and will, it is hoped, continue to be observed as long as the banner of Paladin is borne aloft.

CHARTER MEMBERS OF PALADIN COMMANDERY.

FORMER MEMBERSHIP:			FORMER MEMBERSHIP:		
NAME.	COMMANDERY.	JURISDICTION.	NAME.	COMMANDERY.	JURISDICTION.
W. H. S. Wright . . .	St. Croix, No. 14 . . .	Wisconsin.	John W. Heywood . . .	Damascus, No. 1 . . .	Minnesota.
Oscar M. Metcalf . . .	Portland, No. 2 . . .	Maine.	W. P. Johnston . . .	Damascus, No. 1 . . .	Minnesota.
W. A. Scott . . .	Siloam, No. 54 . . .	Illinois.	Manly B. Curry . . .	Damascus, No. 1 . . .	Minnesota.
William H. Wilcox . . .	Apollo, No. 1 . . .	Illinois.	Wm. N. Cumbe . . .	Damascus, No. 1 . . .	Minnesota.
P. W. Locke . . .	North Star, No. 4 . . .	New Hampshire.	C. G. Kolff . . .	Damascus, No. 1 . . .	Minnesota.
A. G. Postlethwaite . . .	Baldwin II., No. 22 . . .	Pennsylvania.	Thad. C. Jones . . .	Damascus, No. 1 . . .	Minnesota.
Clarence W. Cox . . .	De Molay, No. 3 . . .	Dakota.	Wm. A. Van Slyke . . .	Damascus, No. 1 . . .	Minnesota.
M. E. Trumer . . .	Coeur de Lion, No. 3 . . .	Minnesota.	W. H. Crary . . .	Damascus, No. 1 . . .	Minnesota.
W. G. De Vol . . .	Zion, No. 2 . . .	Minnesota.	W. W. Walker . . .	Damascus, No. 1 . . .	Minnesota.
Matthew Ellis . . .	St. Croix, No. 14 . . .	Wisconsin.	H. D. Brown . . .	Jacques de Molay, No. 3 . . .	Pennsylvania.
J. D. Condit . . .	St. Croix, No. 14 . . .	Wisconsin.	J. M. Forest . . .	Lake City, No. 6 . . .	Minnesota.
John R. Warner . . .	Evarts, No. 18 . . .	Illinois.	J. C. Stout . . .	Damascus, No. 1 . . .	Minnesota.
J. M. Sawyer . . .	Dixon, No. 21 . . .	Illinois.	John H. Dodge . . .	Lake City, No. 6 . . .	Minnesota.
William Kingston . . .	Mansfield, No. 21 . . .	Ohio.	H. W. Topping . . .	Damascus, No. 1 . . .	Minnesota.
William M. Burk . . .	St. Johns, No. 1 . . .	Delaware.	George W. Freeman . . .	Damascus, No. 1 . . .	Minnesota.
Solon L. Perrin . . .	St. Croix, No. 14 . . .	Wisconsin.	Robert A. Smith . . .	Damascus, No. 1 . . .	Minnesota.
W. T. Small . . .	Coeur de Lion, No. 14 . . .	Kansas.	W. F. Bailey . . .	Damascus, No. 1 . . .	Minnesota.
E. H. C. Taylor . . .	Oregon, No. 1 . . .	Oregon.	Alvare Allen . . .	Damascus, No. 1 . . .	Minnesota.
J. A. Barker . . .	Wisconsin, No. 1 . . .	Wisconsin.	Henry C. Jones . . .	Damascus, No. 1 . . .	Minnesota.
Leedom Sharp . . .	Kadosh, No. 29 . . .	Pennsylvania.	Jos. J. Hall . . .	Allegheny, No. 35 . . .	Pennsylvania.
J. W. Owens . . .	Cincinnati, No. 3 . . .	Ohio.	Paul D. Ferguson . . .	Damascus, No. 1 . . .	Minnesota.
Lewis Sharpless . . .	Ascalon, No. 25 . . .	Iowa.	Daniel H. Moon . . .	Damascus, No. 1 . . .	Minnesota.
Richard T. Flournoy . . .	Damascus, No. 1 . . .	Minnesota.	W. Jerome Browne . . .	Damascus, No. 1 . . .	Minnesota.
Cyrus H. Kellogg . . .	Damascus, No. 1 . . .	Minnesota.	Benj. A. Provost . . .	Evarts, No. 18 . . .	Illinois.
John A. Berkey . . .	Damascus, No. 1 . . .	Minnesota.	Orville G. Miller . . .	Hugh de Payens, No. 30 . . .	New York.
J. H. Burwell . . .	Damascus, No. 1 . . .	Minnesota.	P. F. Barr . . .	Damascus, No. 1 . . .	Minnesota.
J. E. Moore . . .	Damascus, No. 1 . . .	Minnesota.	Mount Moriah, No. 4 . . .	Nebraska.	
Wm. G. Robertson . . .	Damascus, No. 1 . . .	Minnesota.	Perry H. Millard . . .	Bayard, No. 11 . . .	Minnesota.
W. S. Conrad . . .	Damascus, No. 1 . . .	Minnesota.	Wm. H. Estep . . .	Chicago, No. 19 . . .	Illinois.
M. M. Williams . . .	Damascus, No. 1 . . .	Minnesota.	Nicholas Bouse . . .	Damascus, No. 1 . . .	Minnesota.
George R. Metcalf . . .	Damascus, No. 1 . . .	Minnesota.	Alvah H. Warren . . .	Adelphic, No. 59 . . .	New York.
Wm. Rhodes . . .	Damascus, No. 1 . . .	Minnesota.	Abbot E. Smith . . .	Lake City, No. 6 . . .	Minnesota.
Henry Orme . . .	Damascus, No. 1 . . .	Minnesota.	W. R. Bourne . . .	Watertown, No. 11 . . .	New York.
V. M. Watkins . . .	Damascus, No. 1 . . .	Minnesota.	C. K. Sharood . . .	Damascus, No. 1 . . .	Minnesota.
A. M. P. Cowley . . .	Morton, No. 4 . . .	New York.	A. M. Ellithorp . . .	Home, No. 5 . . .	Minnesota.
J. L. Lovering . . .	Damascus, No. 1 . . .	Minnesota.	H. Backus . . .	Cyrene, No. 9 . . .	Minnesota.
George Hunsaker . . .	Damascus, No. 1 . . .	Minnesota.	John J. Rhodes . . .	Damascus, No. 1 . . .	Minnesota.
Charles D. McKey . . .	Damascus, No. 1 . . .	Minnesota.	Philip S. Harris . . .	Damascus, No. 1 . . .	Minnesota.
Alexander Adams . . .	Bayard, No. 11 . . .	Minnesota.	Will. H. Brink . . .	Damascus, No. 1 . . .	Minnesota.
			H. C. Ives . . .	Red Wing, No. 10 . . .	Minnesota.
				Damascus, No. 1 . . .	Minnesota.

MEMBERSHIP OF PALADIN COMMANDERY, No. 21, AUGUST, 1895.

Adams, Alexander,	Copeland, John,	Horton, John H.,	Plough, Alexander B.,	Switz, Theodore A.,
Allen, Alvaren,	Cowley, Augustus M. P.,	Hull, James E.,	Postlethwaite, Albert G.,	Taylor, Edward H. C.,
Anderson, Arthur C.,	Cox, Clarence W.,	Hunsaker, George,	Provost, Benjamin A.,	Thomas, William,
Atwood, George H.,	Crary, William H.,	Ingalls, Frederick A.,	Reynolds, Orville H.,	Tibbils, Wilbur,
Backus, Hiram,	Cumby, William N.,	Jones, Henry C.,	Rhodes, John J.,	Topliff, Frederick G.,
Bagley, Norton R.,	Curry, Howard W.,	Johnston, William P.,	Rhodes, William,	Topping, Herman W.,
Bailey, William F.,	Curry, Manly B.,	Kellogg, Cyrus H.,	Rice, Frederick E.,	Trenholm, Arthur W.,
Barber, John C.,	Couch, William N.,	Kolff, Cornelius G.,	Robertson, William G.,	Trumer, Matthews E.,
Barker, J. Atwater,	Davidson, Andrew D.,	Konantz, Charles F.,	Rosen, Adolph T.,	Van Slyke, William A.,
Barnett, E. de Forest,	DeLacy, Charles,	Lawless, James F.,	Seddon, Isaac,	Van York, Wilford T.,
Barr, Pinckney F.,	DeLambert, R. M.,	Lovering, James L.,	Seeger, John A.,	Warren, Alvah H.,
Bement, Robert B. C.,	Ellithorp, Archibald M.,	Lowe, William H.,	Seeger, Robert,	Warner, John R.,
Benz, George G.,	Estep, William H.,	Luley, Frederick E.,	Sharood, Charles K.,	Watkins, Victor M.,
Benz, Herman L.,	Evans, William B.,	McCormick, Robert L.,	Sharpe, Leedom,	Way, Charles,
Berkey, John A.,	Ely, Cook,	McDavitt, Thomas,	Sharpless, Lewis,	Webber, William J.,
Blair, Frank P.,	Ferguson, Paul D.,	McMillan, William J.,	Simmons, Harrison,	Wheaton, Charles A.,
Bland, Arthur,	Fisher, Lyle M.,	McNaughton, William O.,	Smith, Abbot E.,	West, John B.,
Bohn, Gebhard,	Flournoy, Richard T.,	McWilliams, Joseph E.,	Smith, Robert A.,	Whitney, Frank I.,
Bourne, William R.,	Forest J., Mortimer,	Maybell, Robert J.,	Spencer, Clinton,	Whipple, Charles H.,
Bouse, Nicholas,	Fredericks, Grant,	Maxwell, Frederick E.,	Sperry, Dennis S.,	Wilcox, William H.,
Bowlby, Charles B.,	Fredericks, J. Thomas,	Merrill, John F.,	Stillwell, Eugene J.,	Wilkes, Louis D.,
Brink, William H.,	Freeman, George W.,	Merwin, T. Dwight,	Stone, Clarence E.,	Williams, Milton M.,
Brown, Edward L.,	Gilbert, Charles B.,	Metcalf, George R.,	Stout, James C.,	Wright, William H. S.
Brown, Hiram D.,	Gilbert, Henry S.,	Metcalf, Oscar M.,	Strickland, William G.,	
Brown, W. Jerome,	Glenn, Edwin F.,	Millard, Perry H.,		
Bunker, Charles S.,	Green, Augustus A.,	Moon, Daniel H.,		
Burke, William M.,	Hall, Joseph J.,	Morgan, Charles S.,		
Burton, William E.,	Haman, Albert L.,	Morgan, Joseph W.,		
Burwell, Jules H.,	Harris, Philip S.,	Mussetter, Lathrop,		
Cavanagh, Joseph R.,	Hawks, Charles A.,	Nepil, Anthony O.,		
Chamberlin, Jehiel W.,	Herbert, George,	Ordway, Lucius P.,		
Clarke, Francis B.,	Hersey, Dudley H.,	Orme, Henry,		
Cobb, Ralph E.,	Hersey, Roscoe F.,	Owens, John W.,		
Coggswell, Henry B.,	Hine, Robert C.,	Pearson, Edward J.,		
Colville, David F.,	Holcomb, William W.,	Peabody, Alexander M.,		
Condit, John D.,	Hope, Henry C.,	Perrin, Solon L.,		
Conrad, William S.,	Hornick, Charles W.,	Phillips, Charles F.,		

KNIGHTS OF THE RED CROSS.

De Camp, John W.,	Phillips, Samuel A.,
Kibbee, George R.,	Porter, Daniel W.

PAST COMMANDERS.

Wm. H.S. Wright, P.: G.: C.:	Robt. L. McCormick, P.: G.: C.:
Jules H. Burwell,	Jas. F. Stout, P.: D.: G.: C.:
Oscar M. Metcalf,	Cyrus H. Kellogg.
Frederick E. Rice,	

OFFICERS OF PALADIN COMMANDERY, FROM ITS ORGANIZATION.

OFFICERS 1889.

E. Sir W. H. S. Wright . . . Commander.
 Sir Jules H. Burwell . . . Generalissimo.
 Sir Edward H. C. Taylor . . . Captain General.
 Sir Oscar M. Metcalf . . . Prelate.
 Sir James E. Moore . . . Senior Warden.
 Sir W. G. De Vol . . . Junior Warden.
 Sir Augustus M. P. Cowley . . . Treasurer.
 Sir Orville G. Miller . . . Recorder.
 Sir Leedom Sharp . . . Standard Bearer.
 Sir George W. Freeman . . . Sword Bearer.
 Sir William H. Crary . . . Warder.
 Sir J. M. Forest . . . First Guard.
 Sir John W. Owen . . . Second Guard.
 Sir Henry C. Jones . . . Third Guard.

OFFICERS 1892.

E. Sir Jules H. Burwell . . . Commander.
 Sir Oscar M. Metcalf . . . Generalissimo.
 Sir Edwin F. Glenn . . . Captain General.
 Sir Charles B. Gilbert . . . Prelate.
 Sir Frederick E. Rice . . . Senior Warden.
 Sir John R. Warner . . . Junior Warden.
 Sir Alexander M. Peabody . . . Treasurer.
 Sir Orville G. Miller . . . Recorder.
 Sir James T. Clyde . . . Standard Bearer.
 Sir Charles F. Phillips . . . Sword Bearer.
 Sir William H. Crary . . . Warder.
 Sir Dennis S. Sperry . . . First Guard.
 Sir Lathrop Mussetter . . . Second Guard.
 Sir Isaac Seddon . . . Third Guard.

OFFICERS 1890.

E. Sir W. H. S. Wright . . . Commander.
 Sir Jules H. Burwell . . . Generalissimo.
 Sir Edwin F. Glenn . . . Captain General.
 Sir Oscar M. Metcalf . . . Prelate.
 Sir Edward H. C. Taylor . . . Senior Warden.
 Sir W. G. De Vol . . . Junior Warden.
 Sir Augustus M. P. Cowley . . . Treasurer.
 Sir Orville G. Miller . . . Recorder.
 Sir John W. Owens . . . Standard Bearer.
 Sir James L. Lovering . . . Sword Bearer.
 Sir William H. Crary . . . Warder.
 Sir John M. Forest . . . First Guard.
 Sir Manly B. Curry . . . Second Guard.
 Sir Clarence E. Stone . . . Third Guard.

OFFICERS 1893.

E. Sir Oscar M. Metcalf . . . Commander.
 Sir Frederick E. Rice . . . Generalissimo.
 Sir Jehiel W. Chamberlin . . . Captain General.
 Sir Charles B. Gilbert . . . Prelate.
 Sir William H. Crary . . . Senior Warden.
 Sir John R. Warner . . . Junior Warden.
 Sir Alexander M. Peabody . . . Treasurer.
 Sir Orville G. Miller . . . Recorder.
 Sir Lathrop Mussetter . . . Standard Bearer.
 Sir Dennis S. Sperry . . . Sword Bearer.
 Sir Isaac Seddon . . . Warder.
 Sir Charles F. Phillips . . . First Guard.
 Sir Frederick A. Ingalls . . . Second Guard.
 Sir Norton R. Bagley . . . Third Guard.

OFFICERS 1891.

E. Sir W. H. S. Wright . . . Commander.
 Sir Jules H. Burwell . . . Generalissimo.
 Sir Edwin F. Glenn . . . Captain General.
 Sir Oscar M. Metcalf . . . Prelate.
 Sir Frederick E. Rice . . . Senior Warden.
 Sir W. G. De Vol . . . Junior Warden.
 Sir Alexander M. Peabody . . . Treasurer.
 Sir Orville G. Miller . . . Recorder.
 Sir John W. Owens . . . Standard Bearer.
 Sir James L. Lovering . . . Sword Bearer.
 Sir William H. Crary . . . Warder.
 Sir Lyle M. Fisher . . . First Guard.
 Sir Clarence E. Stone . . . Second Guard.
 Sir Arthur W. Trenholm . . . Third Guard.

OFFICERS 1894.

E. Sir Frederick E. Rice . . . Commander.
 Sir Jehiel W. Chamberlin . . . Generalissimo.
 Sir William H. Crary . . . Captain General.
 Sir Charles B. Gilbert . . . Prelate.
 Sir John R. Warner . . . Senior Warden.
 Sir Isaac Seddon . . . Junior Warden.
 Sir E. de Forest Barnett . . . Treasurer.
 Sir Charles S. Bunker . . . Recorder.
 Sir Wilbur Tibbils . . . Standard Bearer.
 Sir Dennis S. Sperry . . . Sword Bearer.
 Sir Charles F. Phillips . . . Warder.
 Sir Henry Orme . . . First Guard.
 Sir Henry C. Hope . . . Second Guard.
 Sir J. L. Lovering . . . Third Guard.



WILLIAM H. S. WRIGHT,
 Commander, 1889, 1890, 1891.
 Grand Commander, K. T., Minnesota, 1894-5.



JULES H. BURWELL,
 Commander, 1892.



OSCAR M. METCALF,
 Commander, 1893.

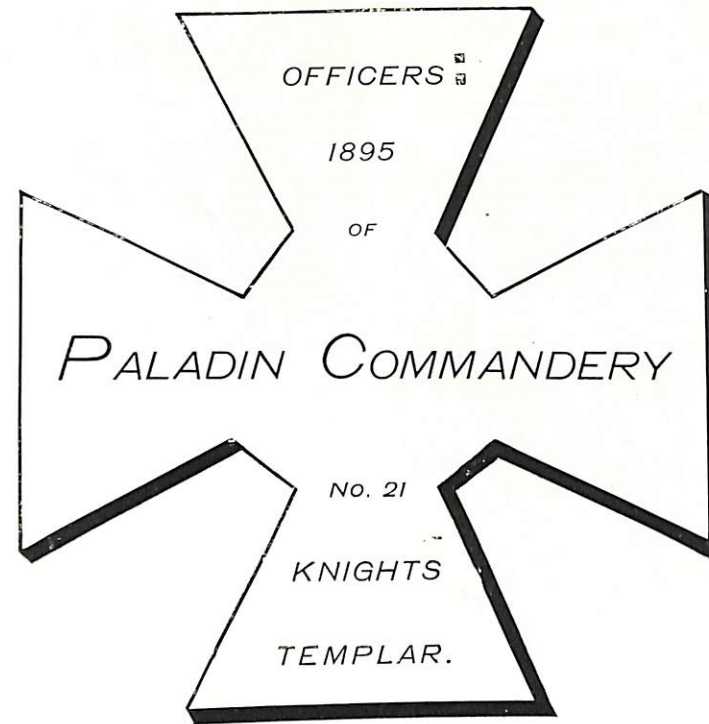


FREDERICK E. RICE,
 Commander, 1894.

PAST COMMANDERS OF PALADIN COMMANDERY.

OFFICERS, 1895.

E. Sir Jehiel W. Chamberlin
Commander.
Sir Edwin F. Glenn
Generalissimo.
Sir Charles F. Phillips
Captain General.
E. Sir Oscar M. Metcalf
Prelate.
Sir John R. Warner
Senior Warden.
Sir Isaac Seddon
Junior Warden.
Sir E. De Forest Barnett
Treasurer.



OFFICERS, 1895.

Sir Charles S. Bunker
Recorder.
Sir Wilbur Tibbils
Standard Bearer.
Sir Dennis S. Sperry
Sword Bearer.
Sir Henry C. Hope
Warder.
Sir Hermann L. Benz
First Guard.
Sir Henry Orme
Second Guard.
Sir George G. Benz
Third Guard.



EDWIN F. GLENN,
Generalissimo.



JEHIEL. W. CHAMBERLIN,
Commander.

OFFICERS OF PALADIN COMMANDERY.



CHARLES F. PHILLIPS,
Captain General.

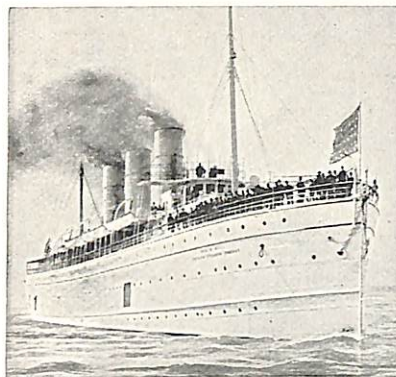


THE ROCK-BALLASTED, NO-DUST, ACROSS-THE-CONTINENT ROUTE

GREAT
NORTHERN
RAILWAY

Its Variety...

From Buffalo to Duluth through the "unsalted seas" via the **Northern Steamship Line**—the one really great fresh water journey that the wide world affords, reaching Cleveland, Detroit, Mackinac and the Soo.



"NORTH-WEST" AND "NORTH-LAND."

Its Beauty...

From Duluth via the Great Northern Railway to St. Paul, Minneapolis and through the Minnesota Park Region—an outdoor paradise shimmering with a thousand limpid lakes and streams—romantic, healthful, healing, and "mighty good fishing." The country, too, for summer schools.



gets his fill, and everybody filled with wonder and delight.

Its Wonders...

Afterwards, through the incomparable sublimity of scenery afforded by the Rocky Mountains of Montana and the Cascade Mountains of Washington—the shrine of tourists—amid which the lover of nature stands with bated breath, the artist is entranced, the sportsman

GENERAL AGENCIES:

211 Washington St., BOSTON
375 Broadway, NEW YORK
42 S. Third St., PHILADELPHIA
220 S. Clark St., CHICAGO, and other Cities.

Its Service...

The only transcontinental line running the Buffet Car, containing library, bath room, parlors for smokers, card and chess players, barber chair, writing desks, etc., in connection with Palace Dining and Sleeping Cars, Family Tourist Sleepers, First and Second Class Coaches, Etc.



BUFFET-LIBRARY CAR.

Its Extent...

The trip may be continued indefinitely to California, Mexico, Alaska, Hawaii, Japan, China, India and around the world.

Tickets can be had of your home ticket agent, or by addressing

F. I. WHITNEY,
General Passenger and Ticket Agent,
GREAT NORTHERN RAILWAY,
ST. PAUL, MINN.

A. A. HEARD,
General Passenger Agent,
NORTHERN STEAMSHIP CO.,
BUFFALO, N. Y.



JOHN R. WARNER,
Senior Warden.



ISAAC SEDDON, Junior Warden.



CHARLES S. BUNKER, Recorder.



E. De FOREST BARNETT,
Treasurer.

OFFICERS OF PALADIN COMMANDERY.



Frank Teller & Co.

Manufacturers

Philadelphia
Pa.

Wilbur Tibbils

Exclusive Agent in St. Paul

24

Highest Grade

Cuban
Hand
Made

CIGARS

Deliciously
Pure



DENNIS S. SPERRY,
Sword Bearer.



WILBUR TIBBILS.
Standard Bearer.



HENRY C. HOPE.
Warder.

OFFICERS OF PALADIN COMMANDERY.

25

Members of Paladin Commandery

Charles E. Lightner
died Sept. 3, 1891
Putnam Webster Locke
died Nov. 22, 1891
James M. Sawyer
died July 29, 1892
Matthew Ellis
died Dec. 7, 1892
John W. Dodge
died May 29, 1893
Orville Gilbert Miller
died May 30, 1893
Harry C. Ives
died Sept. 1, 1893
James Albert Moore
died May 11, 1894
William T. Small
died July 6, 1894
William Kingston
died Feb. 19, 1895

AT REST



DRIVEWAY AROUND COZY LAKE, COMO PARK, ST. PAUL.

Itinerary

The Sir Knights will assemble at the asylum of Paladin Commandery, on Friday, Aug. 23, 1895, at 6 o'clock p. m. Tags, to be distinctly marked and attached to the baggage, will be furnished in advance to all intending to make the pilgrimage, and the baggage so marked and delivered at the asylum before 3 o'clock p. m. on the twenty-third inst., will be conveyed to the union depot and placed upon the train.

The commandery will go by special train, consisting of baggage and dining cars and Pullman sleepers, over the Chicago, St. Paul, Minneapolis & Omaha Railroad, leaving the union depot at 7 o'clock p. m., arriving in Chicago on Saturday, the twenty-fourth inst., about 9 o'clock a. m., where a stop of about two hours will be made. The train will leave Chicago from the Michigan Central station on the lake front, foot of Twelfth street and Park row, going via the Michigan Central, New York Central and the Boston & Albany railroads to Boston, arriving there about 7 o'clock a. m. on Monday, the twenty-sixth inst. A stop of about five hours will be made at Detroit, which will give the Sir Knights and their ladies an opportunity of seeing something of that beautiful city, around which there are so many points of historic interest. Among the pleasures that may there be enjoyed will be a sail on the Detroit river and a view of beautiful Riverside Park. The run to Niagara Falls will be made during the night of the twenty-fourth inst., and it is expected that the Falls will be reached early Sunday morning, the twenty-fifth inst. A stop of four hours will be made at this point, thus enabling all who wish

to visit the great cataract and its many attractions from all points. For those who have previously visited the Falls, the lawns and verandas of the Cataract House will furnish a charming place in which to indulge in a chat and a quiet smoke, "far from the madding crowd." A special Sunday dinner will be served on the dining car leaving Niagara Falls. From Niagara it is but a short run along the bank of the river to Buffalo, where, possibly, a brief stop may be made. From Buffalo the route lies through the picturesque valley of the Mohawk, over the great four-track railroad, the New York Central & Hudson River, to Albany; thence via the Boston & Albany Railroad to Boston.

It is with especial pleasure that the committee announces that the far-famed "Paladin Quartette," John F. Merrill, first tenor; John M. Williams, second tenor; Sidney Farwell, first bass; Charles DeLacy, second bass, will accompany the commandery on this pilgrimage, and furnish a very delightful musical entertainment. Those who attended the triennial conclave at Denver in 1892 will recall with much pleasure the rich musical treat that was afforded them by this quartette, and will look forward, at this time, to another equally enjoyable entertainment.

The committee of arrangements have had all matters pertaining to this pilgrimage under careful consideration for many months, and they believe that they have so arranged as to insure the comfort and enjoyment of all.

Triennial Committees

Arrangements

E. . SIR J. W. CHAMBERLIN
E. . SIR F. E. RICE
E. . SIR JULES H. BURWELL
SIR WILBUR TIBBILS
SIR W. H. CRARY
SIR E. F. GLENN

Transportation

SIR H. C. HOPE, CHAIRMAN
SIR C. E. STONE
SIR F. I. WHITNEY

Reception

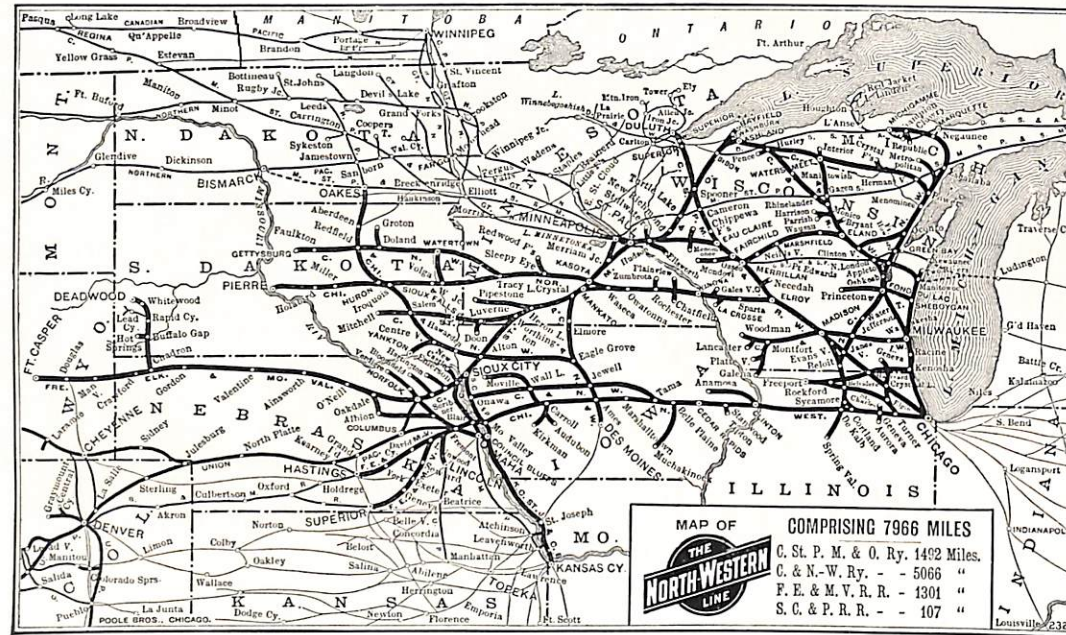
R. . E. . SIR W. H. S. WRIGHT
R. . E. . SIR T. W. HUGO
E. . SIR W. E. RICHARDSON
E. . SIR F. E. RICE
SIR E. F. GLENN
SIR G. W. FREEMAN

Badges

R. . E. . SIR W. H. S. WRIGHT
SIR GEORGE R. METCALF

THE NORTH-WESTERN LINE

Is the BEST line between the great cities of the Northwest shown on the map below!



We are always only too glad to go to a little trouble to prove that fact to you.
T. W. Teasdale, General Passenger Agent, St. Paul, Minn.

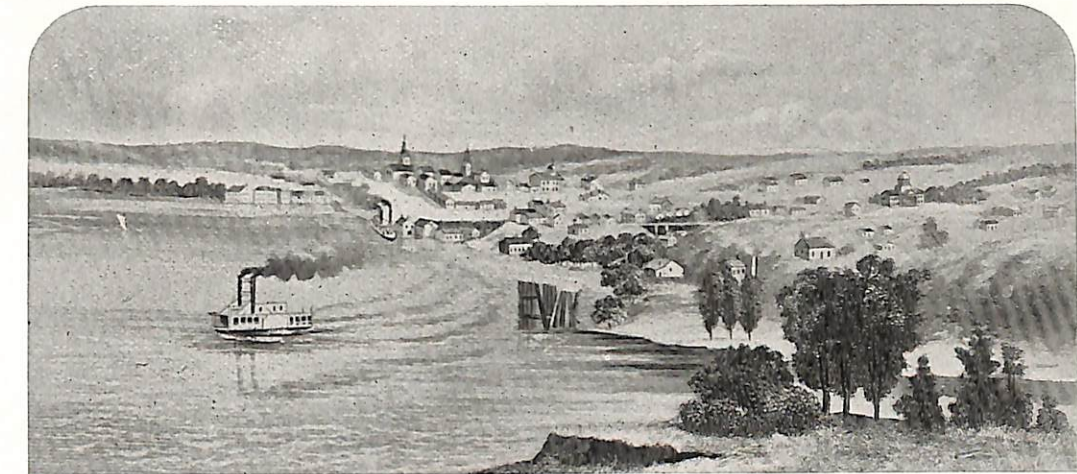
ST. PAUL, Past and Present.

The position of St. Paul is necessarily prominent and commanding. As the political capital of the State of Minnesota, and commercial, industrial and financial metropolis of the "New Northwest," it stands ever in the public eye. Its career has been, from the beginning, one of marvelous growth and prosperity. In the year 1850 it was a frontier trading post of less than eight hundred population. From this insignificant beginning it increased to 10,600 in 1860; 20,300 in 1870; 41,498 in 1880, and 133,156 in 1890.

The present population is about 160,000. As it has more than doubled in each decade so far, and is still increasing at a corresponding ratio, there seems a sound basis for a conservative estimate of a total of nearly 300,000 in the year 1900.

The reasons for this phenomenal growth, past and prospective, are both manifest and encouraging. The region which acknowledges St. Paul as its trade centre now contains about

four millions of people. This region embraces all of the State of Minnesota, the northwestern section of the State of Wisconsin, the northern part of Iowa, North Dakota, South Dakota, Montana, Idaho, Washington, Utah, and Oregon, and, so far as the Canadian tariff laws will permit commercial intercourse, the Province of Mani-



ST. PAUL IN 1850.

toba. All this vast territory is being rapidly filled up, and its four millions of people will undoubtedly grow to eight millions during the current decade. Its limit of development is still far in the future. No city can possibly have

COMFORT IN TRAVEL is realized in the highest degree on the Direct Route Chicago to Boston via



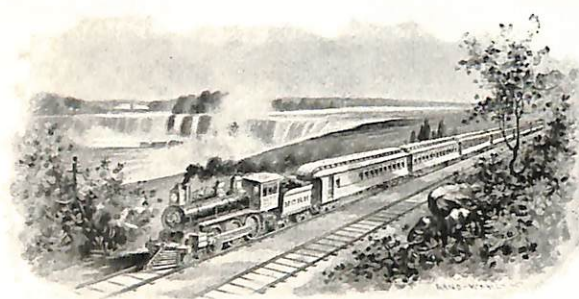
MICHIGAN CENTRAL

New York Central & Hudson River
and Boston & Albany Railroads.

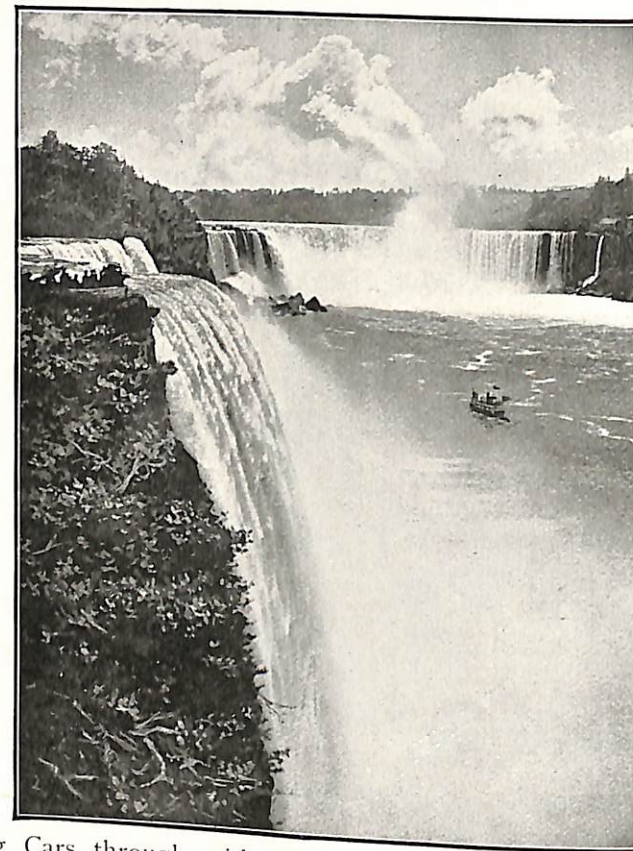
THE GREATEST RAILROAD LINE IN THE WORLD.

Unsurpassed in construction, equipment and operation and in the superb panorama of varied and beautiful scenery, including the Falls of Niagara,

the rich and picturesque regions of Southern Michigan and Western New York, the Valleys of the Mohawk, the Hudson and the Connecticut, and the famous Berkshire Hills.



Superb Wagner Sleeping Cars through without change Chicago to Boston via Niagara Falls.



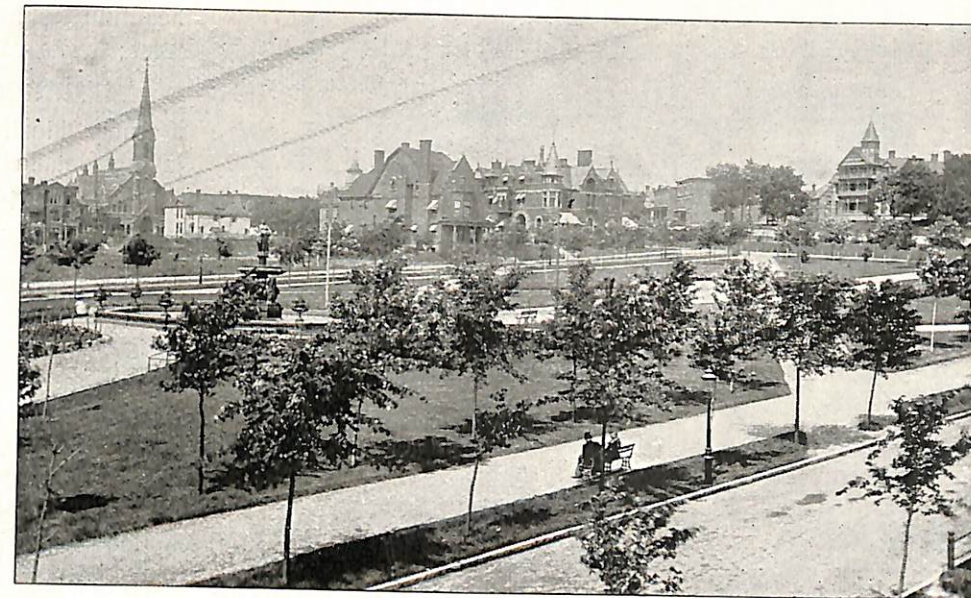
a more substantial basis of assured and continuous progress. St. Paul stands in the golden heart of the North American continent. Visitors who have traveled from Charleston and Savannah have only reached the half-way station. Lying far

ther away, in a due north west course, than St. Paul lies from Savannah, is the limit of prospective settlement, with every intermediate square mile fertile, and destined to be densely populated with the hardiest race of men on the continent. Not one acre in fifty of that territory has ever felt a plowshare, but the tide of colonization is rolling steadily on. Visitors who have ascended the royal Mississippi for 2,000 miles have only

reached in Minnesota the head-springs of other river systems, flowing to the northern and the eastern seas from this rich tableland, which thus easily dominates all the great commercial arteries of the hemisphere.

St. Paul has from the beginning been a jobbing centre. In the earlier days, being the head of navigation on the Mississippi necessarily made her the distributing point for all the tributary area. As lines of transportation were constructed

they naturally radiated from this point, thus giving it an advantage over all competitors in the race for supremacy. To-day St. Paul is the commanding trade centre of the Northwest for two reasons: First, because it is the chief railway centre, and second, because of its proximity to the head of Lake Superior, which gives it the great advantage of cheap water communication with the East. In fact, the waterway of the Great



CENTRAL PARK, ST. PAUL.

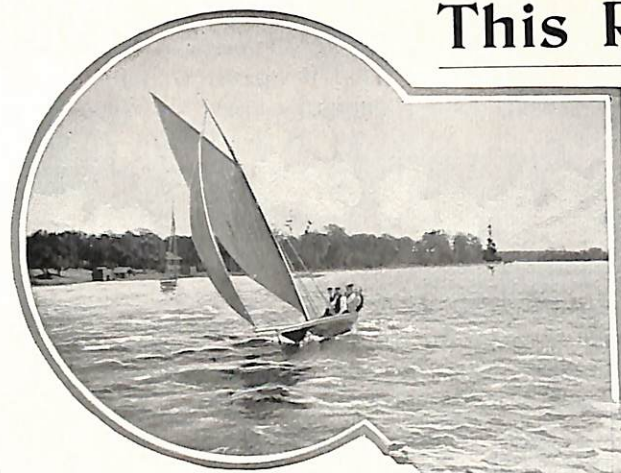
Lakes is the key to the commercial position of St. Paul. The lake and river routes are regulators of freight rates by rail. This enables the St. Paul wholesaler to compete with Chicago on equal terms. The distance from St. Paul to Lake Superior

Saint Paul & Duluth



R. R.

A. B. PLOUGH,
Vice Pres. & Gen'l Manager,
W. A. RUSSELL,
Gen'l Passenger Agent,
ST. PAUL, MINN.



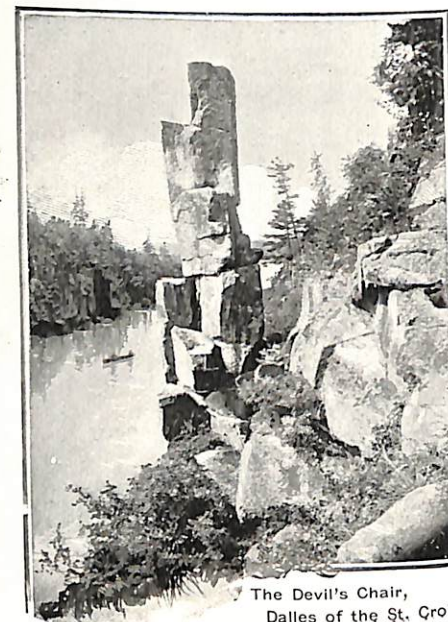
White Bear Lake.

This Railway

REACHES a large number of the most beautiful summer resorts in the Northwest; write for a free copy of

"Minnesota Resorts,"

a finely illustrated descriptive folder giving detailed information regarding the tourists' paradise.



The Devil's Chair,
Dalles of the St. Croix.

THE SHORT LINE
.... BETWEEN

St. Paul
Minneapolis

Duluth
West Superior

Service and Time Not Equalled.

34



Scene, Isle Royale.

is only 150 miles, and freights from Boston or New York to St. Paul are precisely the same as from those points to Chicago. The jobbing trade of the city has, according to the chamber of commerce statistics, grown from \$40,000,000 a year in 1880, and \$81,000,000 in 1885, to \$175,000,000 in 1895. And there is yet room for indefinite increase. All the present establishments are highly prosperous, and each is doing all the business possible with the amount of capital at command.

The development of manufactures in the city has fully kept pace with that of the jobbing trade—in fact, has largely grown out of it. Other things being equal, St. Paul manufacturers have an advantage over eastern factories selling in their territory equal to the freight from the points where such factories are located to St. Paul. They have a further advantage in being near their field and in being able to keep a close watch on all matters that create a demand for their products. The territory covered by the commercial activities of St. Paul is a new and growing one. It requires more

goods and machinery per capita than do old settled regions, for the reason that it inherits nothing from the past and must create all the equipment of civilized life. This vast region is now sufficiently advanced in population and wealth to demand

a manufacturing centre of its own, for economy of transportation, for convenience of supply, as well as for the use of its own raw material and the development of a skilled industrial population. The most suitable point for such a manufacturing centre is at the initial point of the railway systems of the Northwest, where such systems meet the roads that run to Chicago and the East and to St. Louis and the South and Southwest. That point is St. Paul, and the strength of its position is confirmed by its location.

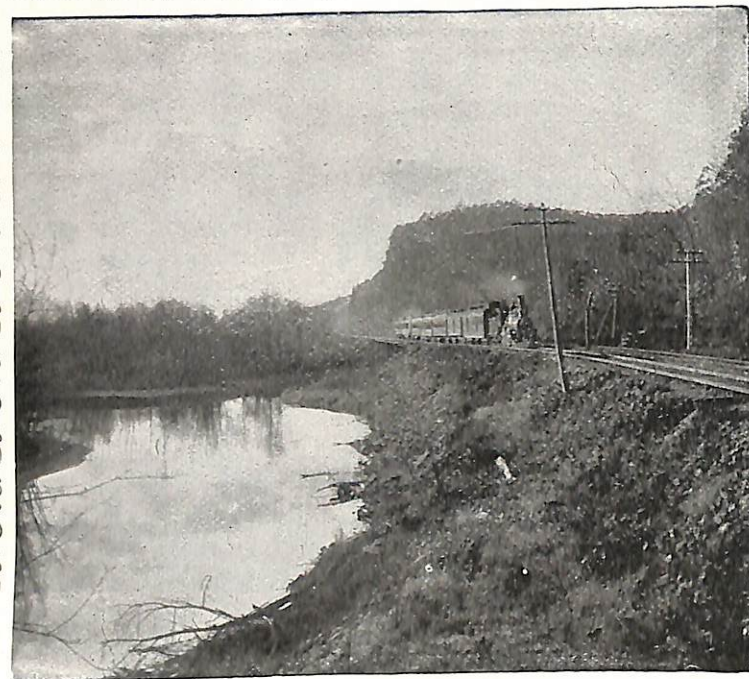
The best climate for manufacturing enterprises is one where the human organism lasts longest and works best. In an invigorating, thoroughly healthful climate more will be accomplished by a given force of operatives than where excessive or long continued heat saps the energies or where mala-



SUMMIT PARK, ST. PAUL.

35

The Knight Templar of old...



JOHN R. HASTINGS,
GENERAL SUPERINTENDENT.

SAINT PAUL, MINN.

36

made his pilgrimages on horseback; his progress was slow, and often perilous; his bed was the sand of the desert; his fare scant and hard to obtain.

The Knight Templar of to-day...

goes on his pilgrimages via the

Main Traveled Road

as here illustrated

The Limited Trains
of the



..... are equipped with everything necessary to make travel by rail an unalloyed pleasure, carrying Pullman Compartment and Standard Sleepers, Reclining Chair Cars and Peerless Dining Cars, making a favorite line between the

Twin Cities and Chicago and St. Louis

W. J. C. KENYON,
GENERAL PASSENGER AGENT.

ria produces languor and suffering. There is nowhere on the American continent a better climate than that of Minnesota for longevity and energy, and there is no city in the world of 160,000 inhabitants which has as small a death rate as St. Paul—only ten per annum in 1,000. Excellent drainage, pure water and the absence of all miasmatic influences have a great deal to do with keeping the mortality rate at this low figure.

There are many eligible sites for manufacturing establishments. Some of these are on the river front of the "West side," which has been specially set apart for that purpose. Others are in prosperous industrial suburbs, which offer substantial inducements, as well as spacious grounds and ample railroad facilities.

In raw material for a wide range of industries Minnesota and her sister Northwestern States are peculiarly rich, and the problem of cheap fuel has been solved to the satisfaction of all concerned. Iron and steel industries find in the newly opened mines of the northern ranges an abundance of the finest ores. Inexhaustible

forests of pine and hardwood in adjacent districts of both Minnesota and Wisconsin supply the material for varied lumber manufactures. Leather and wool industries can secure all needed stores from the produce of the herds and flocks of the western plains. Even in the infancy of its progress, the manu-

facturing business has increased from an annual production of \$15,000,000 in 1881 to \$30,000,000 in 1885, and \$100,000,000 in 1894. The recent location of the great plant of the widely known Walter A. Wood Harvester Company in St. Paul, an establishment covering thirty acres of ground, employing 1,500 men, and now in active operation, is a significant sign of the times.

St. Paul is the railway centre of the entire Northwest. It is not merely a place where several lines

meet and cross; it is a focus of traffic—a point where roads start with all points of the compass as destinations. There are six competing lines between St. Paul and Chicago; three between St. Paul and Kansas City; two between St. Paul and St. Louis; three between St. Paul and Duluth; two between



RICE PARK, ST. PAUL.

37

Sir Knights,

Attention!

THROUGH CAR ROUTE
SAINT PAUL AND MINNEAPOLIS
TO
BOSTON
BY THE
COOL NORTHERN ROUTE
MEALS ONLY 75 c.



IN THE



RECHERCHE DINING CARS

If you want a cool, comfortable trip to Boston or the East,

F. D. UNDERWOOD,
GENERAL MANAGER.

MINNEAPOLIS, MINN.

38



Take
No
Other



see your ticket reads

W. R. CALLAWAY,
GENERAL PASSENGER AGENT.

St. Paul and Winnipeg; two between St. Paul and Helena and Butte; two between St. Paul and Portland, Ore. Six important roads are managed in St. Paul. These are the Northern Pacific, the Great Northern, the St. Paul & Duluth, the Chicago, St. Paul, Minneapolis & Omaha, the Burlington & Northern and the Chicago Great Western. St. Paul is the only city in the country holding the headquarters, general offices and termini of two trans-continental lines — the Great Northern and the Northern Pacific. Two lines which are managed in the neighboring city of Minneapolis have terminals in St. Paul as good as those in that city. They are the Minneapolis, St. Paul & Sault Ste. Marie and the Minneapolis & St. Louis. The Wisconsin Central is practically a St. Paul road, through its connections with the Northern Pacific, and the Chicago, Milwaukee & St. Paul, with its lines running out in three directions from this city, is almost as firmly planted here as a local institution as in its parent city of Milwaukee. So complete and well-devised is the system

of railways running out from the city like spokes from the hub of a wheel, that it would be very difficult to draw on a map an additional line that could be said to be needed for the better distribution of goods or the concentration of trade.



THE HIGH BRIDGE, ST. PAUL.

The comparatively recent completion of the Great Northern Railway (a distinctively St. Paul enterprise) to the Pacific coast means much for the city, as it does to all the vast territory now open to easy access by its completion. It means the developing of many sources of wealth which without transportation facilities would remain dormant. It means the creation of thousands of new homes and the building of new towns and cities and the infusing of new life into older communities.

This line, which as late as 1866 had only one track seventy-five miles long, running from St. Paul to St. Cloud, now owns and operates 4,630 miles of road, traversing or penetrating seven states and British Columbia. Its story reads like a romance. Its benefits are only beginning to operate.

39

Commercial Bank

St. Paul, Minn.

ALBERT SCHEFFER, PRESIDENT
WM. HAMM, VICE PRESIDENT

..CAPITAL..
\$400,000

E. DEF. BARNETT, CASHIER
E. J. DEVITT, ASSISTANT CASHIER

Send us your collections. We will treat you liberally.

We pay interest on time deposits.

Bankers and others who wish to open an account, please call and see us or write us, as we will handle your business on most favorable terms

This concentration of railway and transportation interests in the city gives to the merchants and manufacturers of St. Paul conspicuous advantages. In arranging for the distribution of their wares and products they have immediate access to the general officers of railways reaching every part of the Northwestern States, and can obtain from headquarters the best possible shipping facilities.

St. Paul is the old and firmly established financial centre of the Northwest. It has twenty-four banks, with an aggregate capital and surplus of over \$11,000,000. The growth of their business may be seen in the fact that the aggregate clearings for 1880 were \$39,000,000, and for 1894 \$265,000,000. During the same period the assessed valuation of the real and personal property of the city has increased from \$26,000,000 to \$125,000,000. St. Paul banks have a reputation throughout the country for solidity and con-

servatism. They all earn large dividends for their stockholders, and the stock of most of them is so valuable that it is very rarely seen in the market.

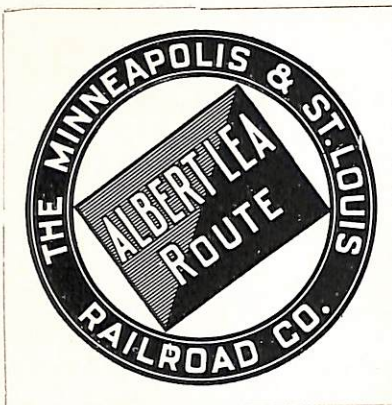
The other financial institutions of the city are extensive and important. Four large trust companies find a lucrative and growing business. About forty successful building associations furnish safe and profitable channels for the investment of the savings of wage earners, and have contributed for twenty years to make this emphatically a city of homes.

St. Paul has over 400 miles of graded streets, fifty miles of which are paved with asphalt, brick or wooden blocks. There are 145 miles of sew-

ers, forty-five miles of stone sidewalks, and 550 miles of plank sidewalks. It owns waterworks with 200 miles of mains; the daily consumption of water is 10,000,000 gallons.



RESIDENCE OF J. J. HILL, ST. PAUL.



Daily Through Trains

Dining Cars
Vestibuled, Gas-
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To Chicago and the East,
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Kansas City and the West.

Lake Minnetonka.

Minnesota's Most Popular Resort.



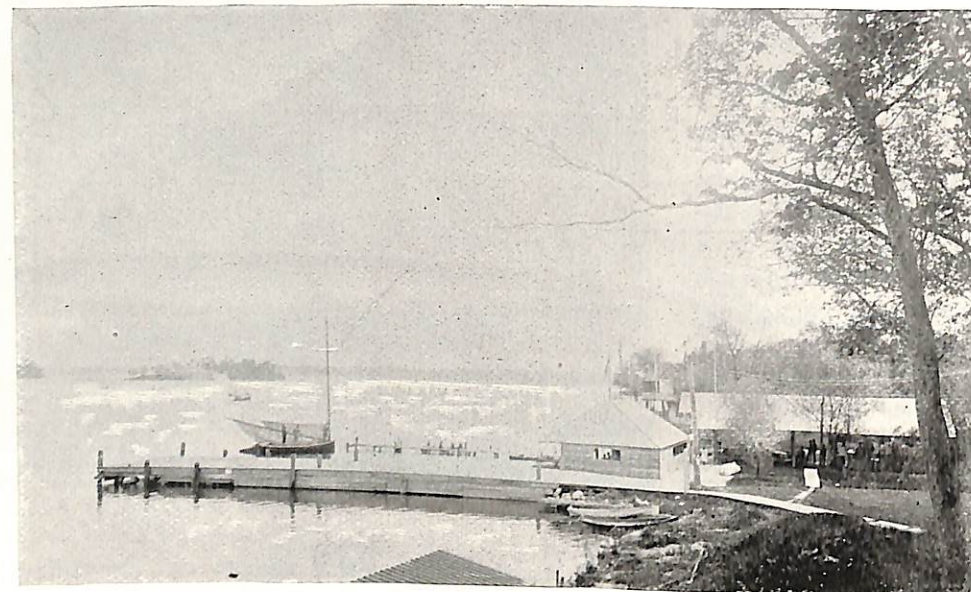
Reached by fast and frequent trains. Excursion
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W. L. HATHAWAY, C. T. A.,
No. 1 Nicollet House Block,
MINNEAPOLIS.

or

J. H. WHITAKER, C. T. A.,
Ryan Hotel Block,
ST. PAUL, MINN.

A. B. CUTTS,
Gen. Ticket and Pass. Agt.,
MINNEAPOLIS.



BOAT-LANDING AT LAKE PARK HOTEL.

This point is reached by M. & St. L. R. R., being the terminus of the Lake Minnetonka Division.

The new city hall and courthouse cost \$1,000,000. A post-office to cost \$1,400,000 is being erected. A state capitol to cost \$2,000,000 was authorized at a recent legislative session. The larger office buildings are the New York Life, the Germania Life, the Manhattan, the Endicott, the Germania Bank, the National German American Bank, and the Metropolitan Opera House blocks, all from seven to ten stories high. The two great newspaper buildings, that of the Daily Globe, ten stories, and that of the Daily Pioneer Press, thirteen stories, are models of architectural beauty and structural solidity excelled by few, if any, in America. The Daily Dispatch is now building an edifice that will not suffer by comparison.

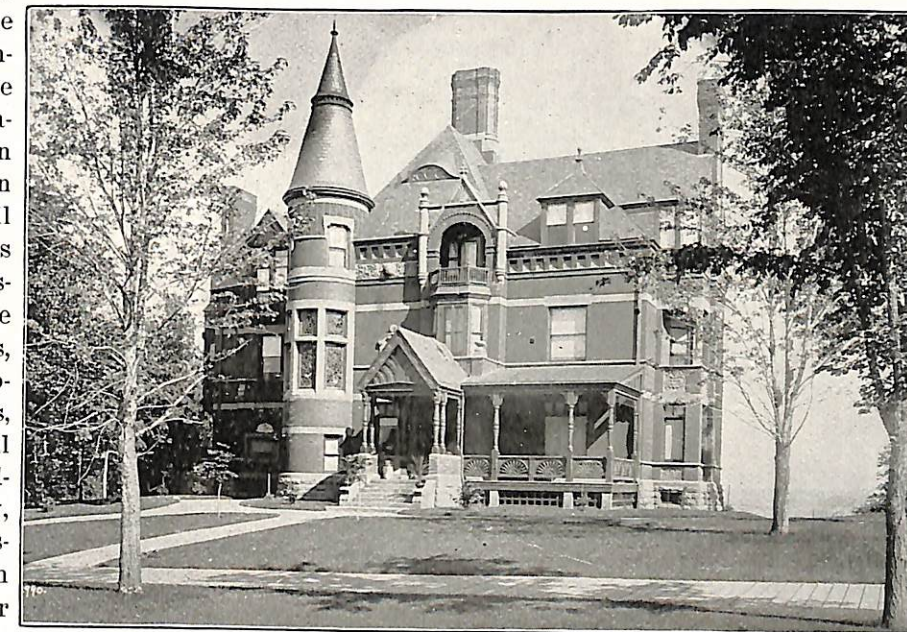
St. Paul is the headquarters of the Department of Dakota, United States Army, Gen. John R. Brooke in command. It is also the seat of the United States district and circuit courts and the court of appeals, as well as that of the customs, internal revenue, and

other United States government departments for the state. The headquarters of the railway mail service and other postal departments are located here. The Mississippi river runs through the heart of the city, and is spanned by eight magnificent iron bridges. Trains to the number of over 300 arrive at and depart from the union depot every day.

Not a horse-car runs in the city. The electric and cable systems, adequate to all present needs, penetrate every section and run direct to the neighboring city of Minneapolis.

There are 162 churches in the city, some of them costly and imposing. The cosmopolitan character of the population is shown by the fact that preaching may be heard in eight or ten languages.

In 1858, the public schools of St. Paul had a total enrollment of 606 pupils. In 1895, there are forty-four school buildings, in which over 21,000 children are housed, instructed by a corps of 498 teachers.



RESIDENCE OF FREDERICK WEYERHAEUSER, ST. PAUL.



~~~~~

# BOSTON

## ONE PRICE

## CLOTHING HOUSE

~~~~~

Chas. B. Bowlby
& Co.

Sixth Street
Corner Robert

ST. PAUL

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ESTABLISHED 1870

NEW BUILDING,  
ERECTED 1895

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The Minnesota State University is located just outside the city limits of St. Paul, while within its limits are Hamline University (Methodist), Macalester College (Presbyterian), St. Thomas College (Catholic), and other high grade collegiate and academic institutions, all affording unsurpassed educational advantages.

An extensive public library, open to all, and numerous other libraries connected with the various institutions, supply ample literary stores to the reading public. The library of the State Historical Society at the capitol contains 60,000 volumes.

A comprehensive park and boulevard system is being vigorously worked out. Numerous beautiful lakes, at short distances from the city in every direction, furnish abundant suburban resorts.

It may safely be said that St. Paul affords the conditions of more varied mental and physical enjoyment than any other city of its years on the continent. The picturesque beauty of its situation and surroundings furnish infinite sources of delight to the summer resident. The ele-

gant and stately or comfortable and cozy residences which crown its hills and terraces, its numerous charming drives crowded with gay equipages, its state fairs and its races, its boatsmen's and sportsmen's clubs, are the natural outgrowth

of physical conditions which are a constant invitation to out-door enjoyments. The outlines, the germs and the potences of all the essential metropolitan interests are here. Its theatres are among the finest in the country, but their chief value as an index of the metropolitan interests of St. Paul lies in the fact that they habitually draw larger and more

appreciative audiences for the best examples of musical and dramatic art than those of any other city of its size in the country.

St. Paul bears the physical seal and impress of a capital city. There is something royal and dominating in its physiognomy. This imposing individuality of physical form and feature has imprinted itself legibly in the social and business character of the city. St. Paul was a metropolis when it had a population of but 5,000 as contradistinguished from



RESIDENCE OF T. L. SCHURMEIER, ST. PAUL.



RESIDENCE OF H. P. UPHAM.



BRANCH, RYAN HOTEL

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The
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F. A. GARCIA & CO.'S
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11 sizes
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7 sizes
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4 sizes
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5 sizes

other cities which remain vil-
lages when they have a popula-
tion of 100,000. There was a cer-
tain air of conscious primacy
about it in its early days, but it
had something besides a pro-



RESIDENCE OF MRS. A. H. WILDER.

phetic faith in its own destiny. It had the men to work
it out. A metropolis is to the capital city what the
university is to the college. It is the assemblage of
all the centres of specialized and organized human
activity. If St. Paul had all the rudimental attributes
of a metropolis early in its history it was due to the
character of its founders; of the men who were at-
tracted to it in its formative period. These were
generally men of superior mould, large-hearted and
large-brained, many of them accomplished and edu-



RESIDENCE OF MRS. J. L. MERRIAM.



A BIT OF SUMMIT AVENUE.

cated, drawn from many different states and
countries and sects and schools. They were nat-
ural leaders of men in business, in politics, in the
professions, in social life. They set the key of its
ambitions. They gave it the broad and catholic
spirit, the many-sided character which it has since
differentiated in its more complex forms of social
organization. They are succeeded by men, well
equipped for carrying on the work they so nobly
inaugurated in those toilsome, primitive
days.

CONNECTING the three great centres of North America,—KANSAS CITY, CHICAGO, ST. PAUL and MINNEAPOLIS,—and running fast trains, supplied with every luxury for the comfort of its patrons.

CAFE
DINING
CARS.

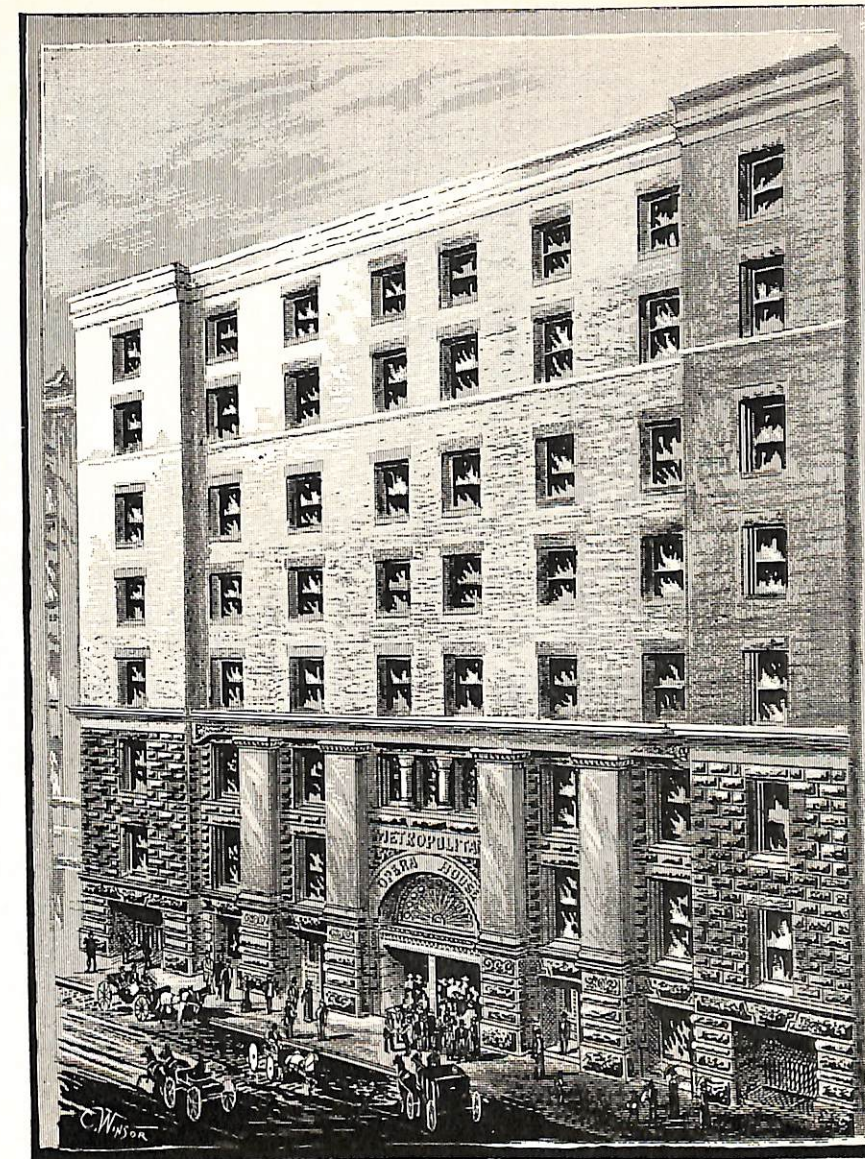
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SLEEPING
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THE
GREAT
HIGH-
WAY
THROUGH
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FAVORED
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AND
FAST
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First Class in Every Respect.

Rates from \$2.50 to \$5.00 per day.

Our location is the finest and most central in the city, and but one block from all street car lines. We have recently made large additions to and alterations in THE WINDSOR, and feel that we can please the most exacting.

Special rates will be made for families and large parties, according to accommodations desired and length of time contracted for.

C. J. MONFORT, Prest. and Manager.

NORTHWESTERN Mutual Life Insurance Company

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The Minnesota Department has more insurance in force than any other Company in the State.

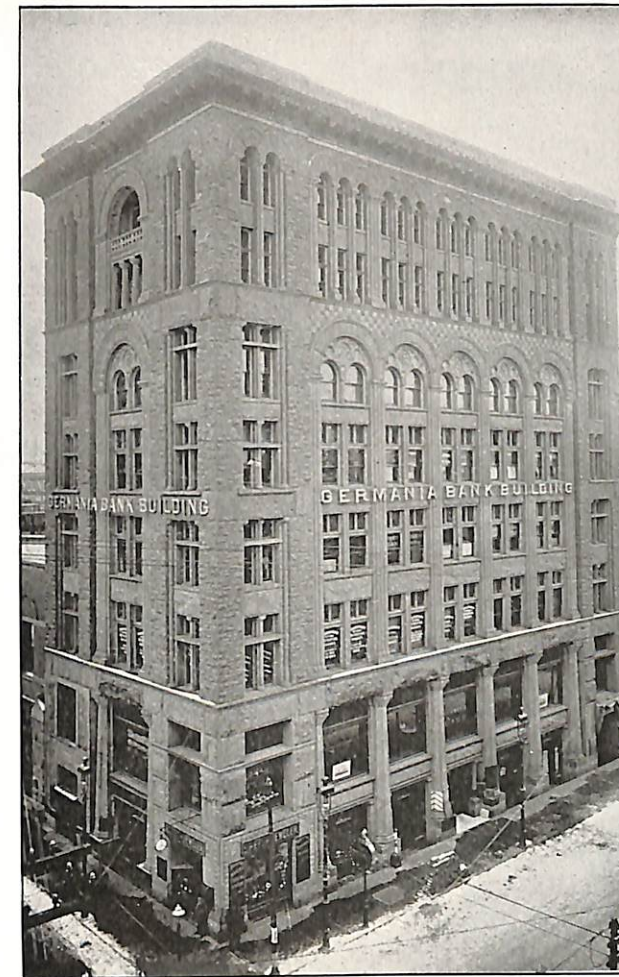
Over \$16,000,000 January 1st, 1895.

Gentleman of character and ability, with first-class references, who can appreciate the "ideal" in the business of Life Insurance, and who desire agency contracts, are invited to correspond with

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GENERAL AGENTS,

Manhattan Building, St. Paul, Minn.



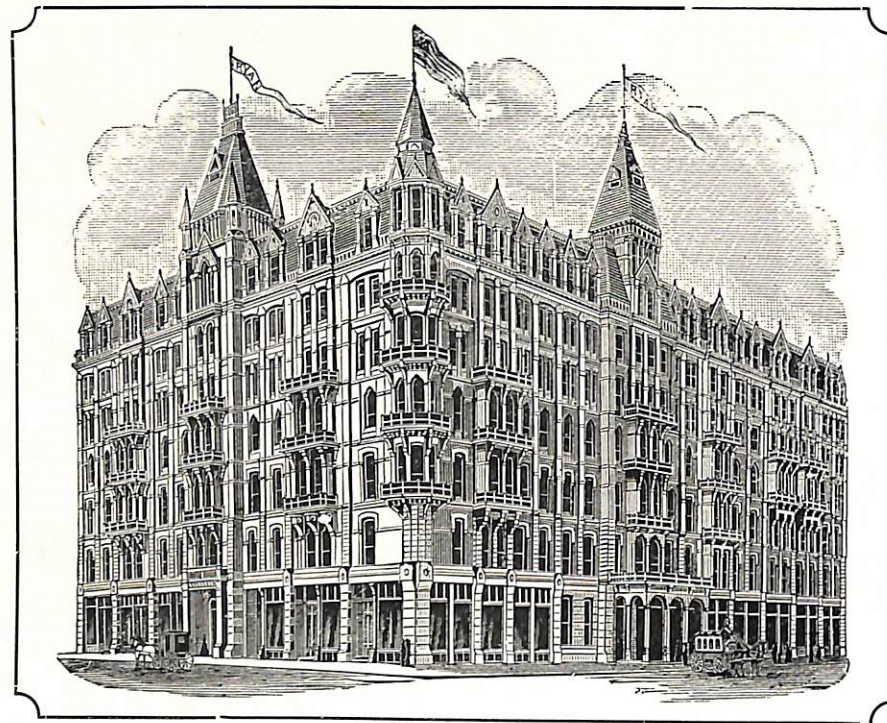
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GLOVES
AND
FURS

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Street

Saint Paul
Minnesota

...Perfection Gerona

in Tobacco
in Taste
in Workmanship

Clear
Havana
Cigars

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TAMPA, FLORIDA, BY

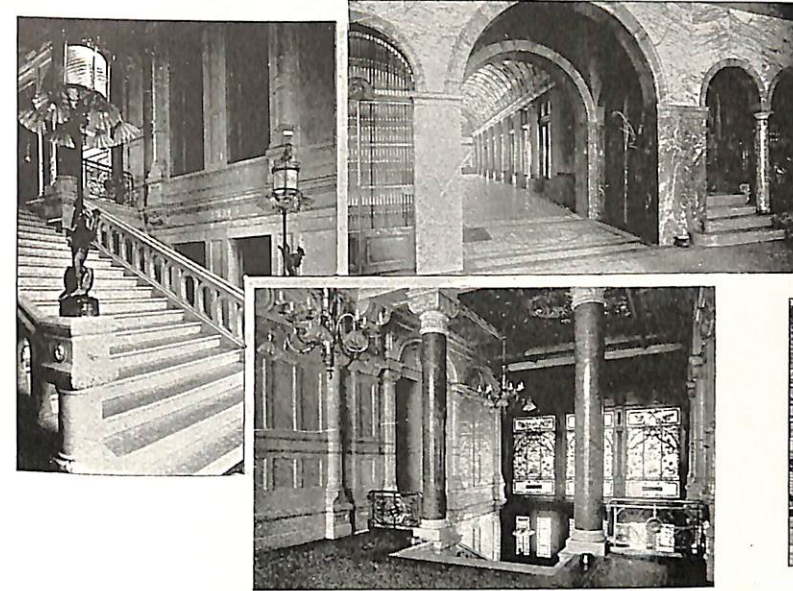
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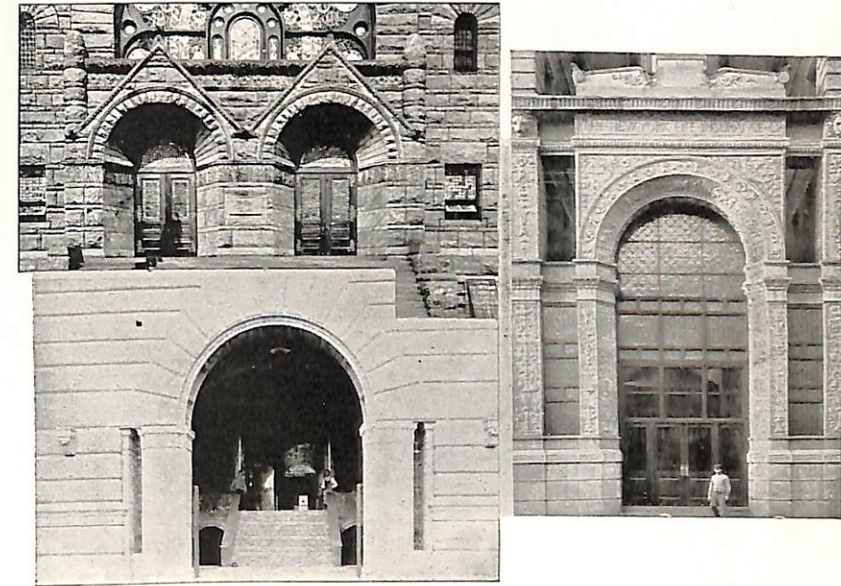
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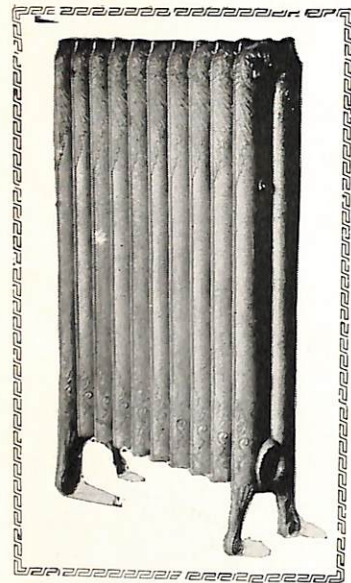
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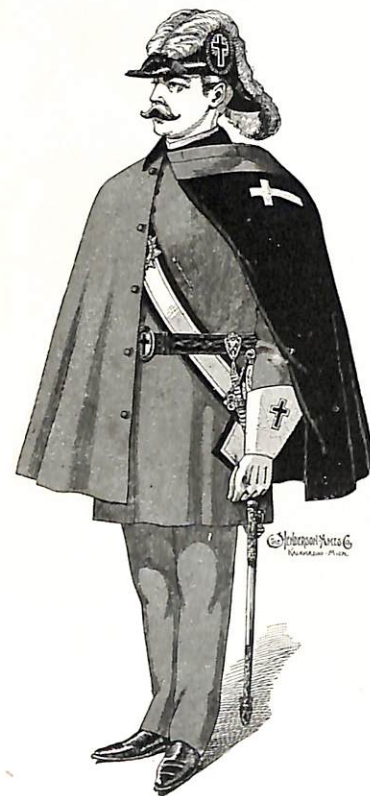
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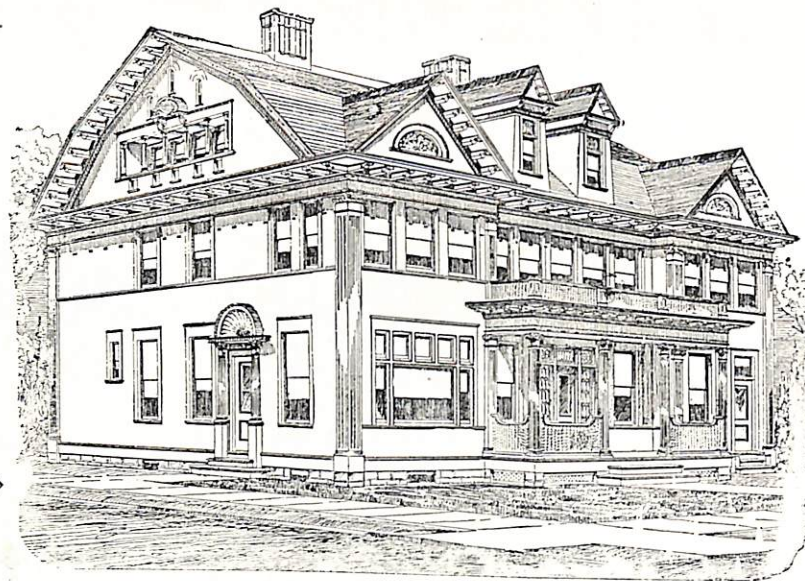
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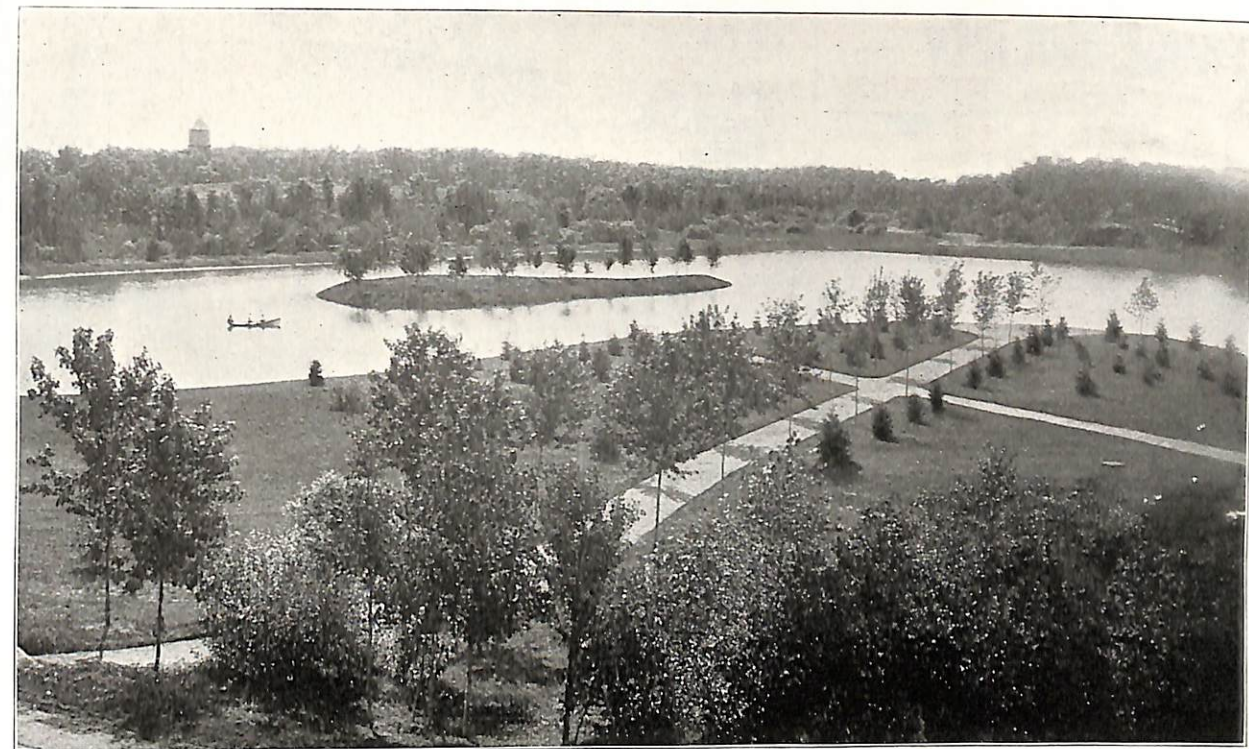
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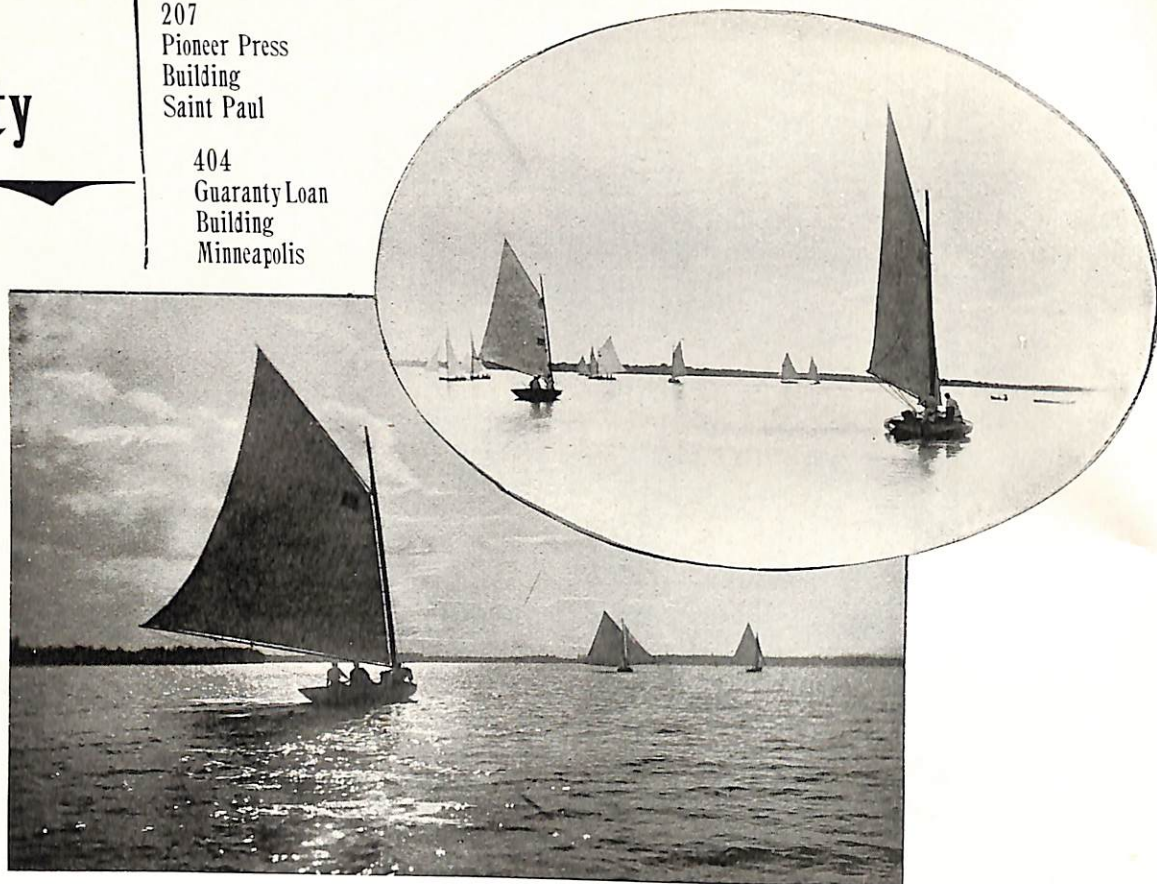
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